JUNE 20, 1952

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In a class of its own for value—

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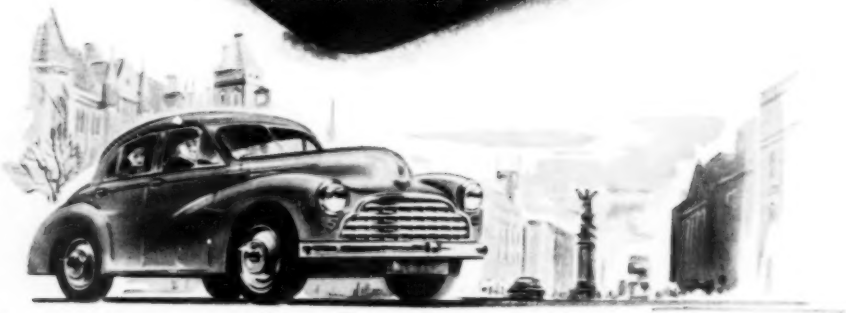

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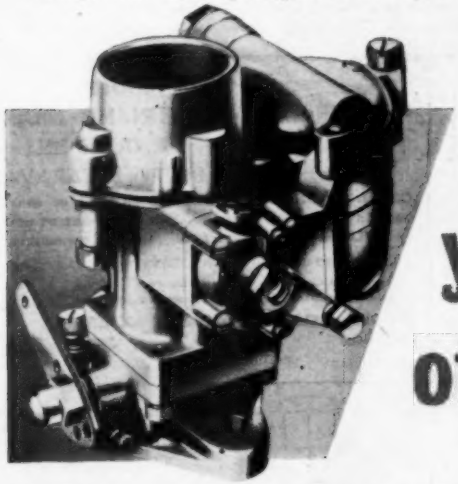
Reconditioned Solex Carburettors are generally available from stock, or with very little delay, for owners of popular Solex equipped cars.

Write for our pamphlet "Your Carburettor," and a list of Solex Service Stations.



...will save you gallons of petrol!

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SOLEX LIMITED, SOLEX WORKS, 223-231, MARYLEBONE ROAD, LONDON, N.W.1.

Telephone: PADdington 5011 (6 lines). *Telegrams:* "SOLEXCARB NORWEST, LONDON"

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Which one is YOU ?..

THIS MAN HAS A PROBLEM

Living in rooms with his family he pays a stiff rent and gets little in return. Yet he has a small bank balance that, although insufficient to buy a house, is more than enough to start buying a Caravan. Pity he hasn't heard about Paladin!

THIS MAN HAS A Paladin

Instead of throwing rent money away, he bought a Paladin and he's never regretted it. The children are healthier, his wife finds house-keeping and cooking easier and he is better off all round. He's glad he heard about Paladin!

— Get a Paladin and see the difference

NEW WISDOM There's never been such tremendous caravan value—a luxurious 4-sleeper 14ft. touring 'van at only £299.10.0. This NEW WISDOM—a grand new version of a popular favourite—is an achievement of Paladin skill in design. There's more in its *space-making* shape than you ever dreamed possible. **£299 . 10 . 0**

THE PIXY An 8 h.p. car can tow the PIXY with ease and four people can have a grand time with her on holidays or week-end trips. Vital reductions in weight and size had to be made yet this little 'van can take care of all the usual domestic needs. If you want a small caravan with a big performance then this is the one for you. **£199 . 10 . 0**

Send for full details of the Paladin Range.

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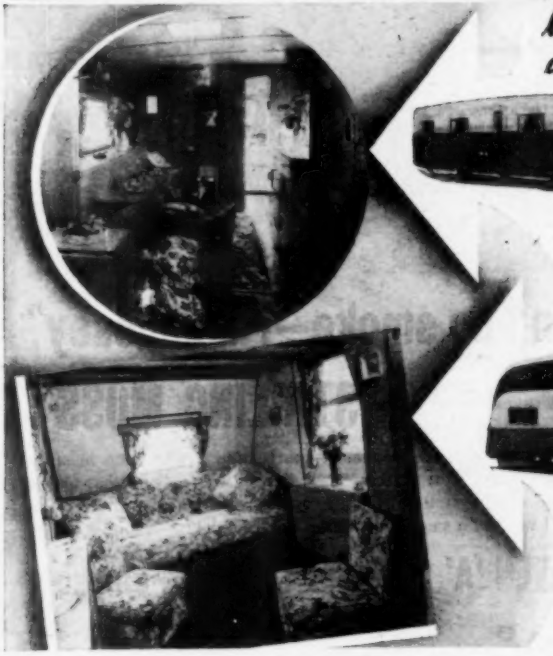


When the first Considerations are Comfort and Convenience – there are two alternatives...

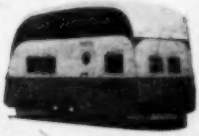
The BEAU MANOR

The caravan for the connoisseur. Craftsman built and splendidly furnished. Air conditioned. H. & C. water, bathroom, open fire, gas lighting and cooking, and power points. Two single and one double bed. 22ft. x 7ft. 6ins. **£795**

The Peak DIPLOMAT

The superlative 22-ft. Double Decker Home. Supremely comfortable, with every modern amenity. Two upstairs bedrooms, a beautifully-equipped kitchen, H. & C. water, bath, gas cooker, etc. 22ft. x 12ft. 3ins. of luxury living accommodation for 6 people.

£1,099.10



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STIRLING MOSS, bright new star of the motor-racing world, is pictured (right) driving his Kieft, in which he won the "Earl of March" Trophy at Goodwood. Not a heavy smoker, 22-year-old Stirling — who has to keep in top gear — wants to enjoy all the pleasure of smoking. "Craven 'A' for me," he says. "I've got *good* reasons for smoking them."

"When I do smoke—I'm choosey"

SAYS SPEED-MERCHANT **STIRLING MOSS**

P.S. That cork tip really does make a difference, you know. There's a lot more pleasure in a cigarette with an end that's always clean, and dry, and firm between your lips.

FOR MOTOR RACING, like most sports, one has to keep in strict training. "I'm a light smoker," says Stirling Moss, "and that makes the taste of a cigarette an important consideration. Craven 'A' give me all I want of a smoke — and nothing I don't!"

CRAVEN 'A' for smooth, clean smoking

GET MORE M.P.T.
THESE TWO WAYS—

CARE IN CORNERING Tyres squeal in protest when slap-happy drivers take corners too fast. No wonder! Terrific strains and stresses rack the walls and tread and make short work of good tyres. Take those corners with a little more care—you'll soon find you get a lot more Miles-Per-Tyre.

CARE IN BUYING Care in buying tyres saves money too. Watch your tyre mileage, and you'll find that the Henley Incentive Scheme makes a difference. For five years now Henley workers have been paid on the *quality*, not the quantity of their work. Their skill and care put more miles into every Henley Tyre.

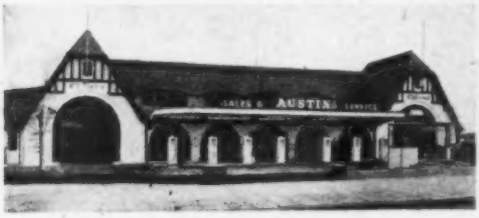
YOUR DEALER WILL BE PLEASED TO FIT

HENLEY TYRES

BUILT WITH INCENTIVE FOR MORE M.P.T.

When I want an
AUSTIN SPARE
quickly

I go direct to Clifton's whose 'speciality of the house' is an express service for all Austin spares.



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Open 24 hours a day, 7 days a week, every week in the year Clifton's has become a symbol of reliability.

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regular BOWES inspection means complete tyre protection

Everybody knows about the cost of tyres, but do *you* know how to make them last longer? Only regular and thorough inspection—inside and out—will reveal the hidden damage which can ruin your tyres *without your knowledge*. Every Bowes dealer is trained to *save* tyres: he is an experienced repair man equipped with all the most modern tools for the job. Any repairs he needs to make will be sure, safe and permanent. Save money on your tyres—see your local Bowes dealer today.

We fix flat tyres
BOWES SEAL FAST PATENT PROCESS

Be sure to ask for

Try the other Bowes Seal-Fast Specialities for Motorists, too, such as Traffic Film Cleaner, Waxed Polish, Auto Top Finish, etc.

Stocked by garages throughout the country. If you have any difficulty at all, send us a postcard for the name of your nearest stockist.

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Toy cars in production in a British Factory

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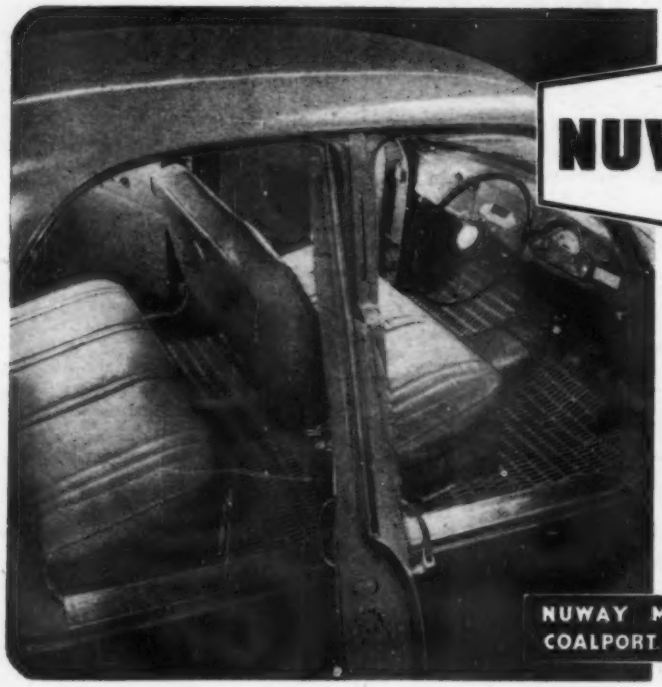

NUWAY tailored car mats

Fit NUWAY—the practical car floor covering for the protection of new carpets and the replacement of old.

NUWAY Tailored Car mats are attractive in appearance, fit perfectly and are available in maroon, green, brown, blue, black and grey. They give increased comfort and warmth. They cut down cleaning. They are low in cost and guaranteed for 10 years.

Obtainable through Halfords and leading Motor Agents and Accessory suppliers.

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JACK BARCLAY *endorses* CAR-PLATE

JDB/CQ

Messrs. S. C. Johnson & Son, Ltd.,
West Drayton,
Middlesex.

May the Seventh,
1 9 5 2.

Dear Sirs,

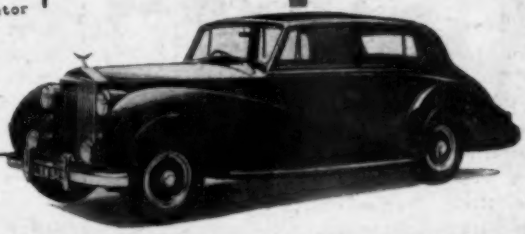
Having represented the Rolls-Royce and Bentley Companies as one of their leading Retailers for the past twenty-five years, I have no hesitation in recommending Johnson's Car-Plate polish which we have found to give the finest finish and exceptionally long-lasting wax-protection.

The staff of this Company are particularly impressed with the ease and speed with which these results can be achieved.

Yours faithfully,

For and on behalf of
JACK BARCLAY LIMITED.

Jack Barclay
Managing Director



BRIGHTEST SHINE, TOUGHEST WAX PROTECTION — IN 20 MINUTES!

IN less than 12 months hundreds of thousands of motorists have changed from old-fashioned 'hard-rub' methods to the easy Car-Plate no-rub method. They have proved that Car-Plate gives the brightest, toughest wax polish of all — in 20 minutes and with *no rubbing at all!*

You just spread Car-Plate on a clean* car — let it dry — then wipe lightly. That's all! You've never seen anything so brilliant as a Car-Plate finish — diamond bright and such depth of colour! What's more, that beautiful wax gloss is your car's best protection against sun, rain and grime. Get a tin of Car-Plate today. Your money back if not entirely satisfied. 5/- *from all garages and accessory dealers.*

★IT'S IMPORTANT TO CLEAN BEFORE YOU WAX! *The easy way to prepare the finish of your car for a Car-Plate waxing is to clean it super-clean with Johnson's Carnu—the quick safe cleaner for cellulose and chromium.*

JOHNSON'S CAR-PLATE

SPREAD... LET DRY... WIPE!

MADE BY THE MAKERS OF JOHNSON'S WAX

"My name's Everflex I can take even this kind of medicine"

Does leather compare with this? EVERFLEX after being subjected to severe tests, was found to be proof against acids or alkalis, grease marks, heat and dirt. Its leather-like finishes, available in a wide variety of shades, are fadeless and respond well to washing. Supple, sturdy, tough—EVERFLEX also scores over leather when it comes to cost.

If these varied virtues count with you, may we send you samples and prices?

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Coated Fabrics widely specified for upholstery, travel goods, handbags and shoes.

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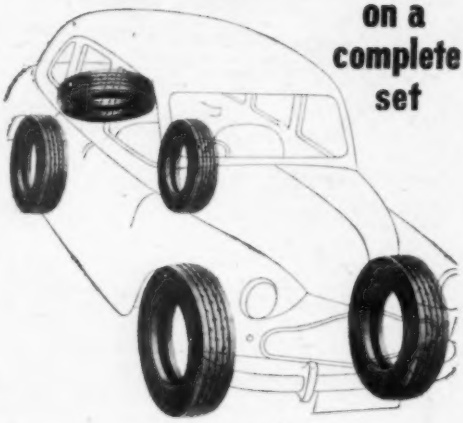
Tel.: Caernarvon 580. *Grams: Everflex, Caernarvon, N.W.*

SAVE £12·2·11

on a complete set



Save with safety by having your own smooth tyres reconditioned by the Proved "TYRESOLES" Process. More "TYRESOLES" are sold than any other form of reconditioned tyre. Every make and size of tyre can be treated to give new tyre mileage over again at approximately half new tyre cost. Hand in your tyres to your usual garage and specify "TYRESOLES" or look in your Telephone Directory under "TYRESOLES" for the address of the nearest factory.

There are 39 "TYRESOLES" factories in Great Britain to give rapid local service to your own tyres.

ON A COMPLETE SET SIZE 4·50—17 YOU SAVE £12 . 2 . 11.

New	£4	19	2
"TYRESOLES"	£2	10	7
Save per tyre ...	£2	8	7
Complete set of 5 tyres ...	£12	2	11

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REGISTERED TRADE MARK

Not just a retread

BUT THE PROVED PROCESS OF TYRE RECONDITIONING

In case of difficulty write direct to:
Tyresoles Ltd., Palace of Engineering, Wembley, Middx.
Tel.: WEMbley 1221 (10 lines)

SPEAKING OF SAFETY, FRANK* RECOUNTS:—

"The case of the dim motorist"

He came to us for new lamp bulbs, because his lights were so bad at night, even though his battery was fully charged. But there wasn't a thing wrong with his old ones. He had owned the car for a number of years and completely neglected its wiring. Some of the cables were worn, most of the contacts were corroded and his earth connections to the framework were all rusted badly. His lights were so bad that you couldn't see his tail lamp ten yards away. That's one of the things that causes accidents at night.
Remember, safe driving in the dark depends upon safe wiring.

NEW!

12-POINT ROAD SAFETY SERVICE INTRODUCED BY OLDHAM

At nominal cost—and to prevent accidents due to faulty equipment—many garages will now undertake the following 12 routine inspections:

1. Clean battery terminals, top up and test cells.
2. Check all bulbs and renew where necessary.
3. Examine all wiring for loose connections, bad earth returns and frayed leads.
4. Check all contact springs and switches and remove corrosion.
5. Clean head lamp glasses and check dipping mechanism. Check focussing.
6. Check stoplight bulb, wiring and switch.
7. Inspect direction indicators, clean and oil.
8. Check windscreen wipers and clean motor brushes. Lubricate if necessary.
9. Check diaphragm on reed of horn and inspect switch.
10. Examine dynamo, check brushes for wear. Check charging rate, lubricate.
11. Check cut-out and regulator.
12. Check starter brushes, examine connections for corrosion, lubricate.

For safety's sake get your electrical equipment tested **NOW!**

*We have selected Frank as a typical example of a seasoned garage hand who knows the answers. For twenty-five years or more, he has been keeping an eye on his customers' electrical equipment and he has driven and serviced almost every known make of car.

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The Battery with Power to Spare

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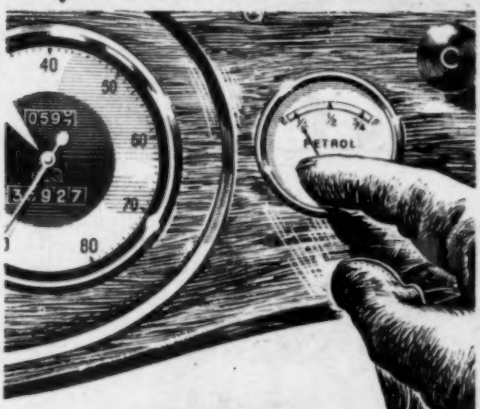

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The Autocar
FOUNDED 1895

No. 2951 FRIDAY, JUNE 20, 1952 Vol. XCVII

Divided House

TWO recent cases in the courts call for the reminder to vehicle users that a house divided against itself is in no fettle to withstand external threats. Quite heavy fines and their corollaries concerning licences were inflicted on drivers after information had been laid with the police as to their road behaviour; in neither instance was there a collision with the aggrieved party.

The incidents were typical of the kind of thing that must be expected on the road, and that normally causes only a momentary resentment. In one a lorry cut in, causing the complainant to brake sharply, and in the other a sports car overtook a limousine at the beginning of a white line that indicated the undesirability of overtaking owing to a corner. It was, however, night-time on a clear, dry road.

It is common knowledge that acrimony between individuals has increased in the strains of the post-war world, and the thinking motorist is well aware that road conditions have a disproportionate power to increase irritability. Consequently the wise road user, feeling the temptation to "get his own back," restrains the impulse and scores in virtue. We implore all road users to cultivate this tolerance, and, especially, to reserve the right to lay information against others for cases which really call for a drastic corrective. Moreover, we call attention once again to the threat to motoring that already exists in the lack of tolerance between *classes* of road user. *Divide et impera* is not a slogan that should be presented to those who wish to see the car's activities sharply curbed.

The ability to deal with road emergencies varies greatly between driver and driver, and it is unfortunate that those with less ability and slow reactions are usually unaware of their shortcomings. Consequently opinions as to what constitutes a dangerous manœuvre are widely variable. We should like to feel that police and magistrates are well aware of this, but evidence from the courts does not suggest such awareness; there is a tendency to convict only too readily, and a willingness on the part of road users to take matters to the police court that gives rise to deep misgivings.

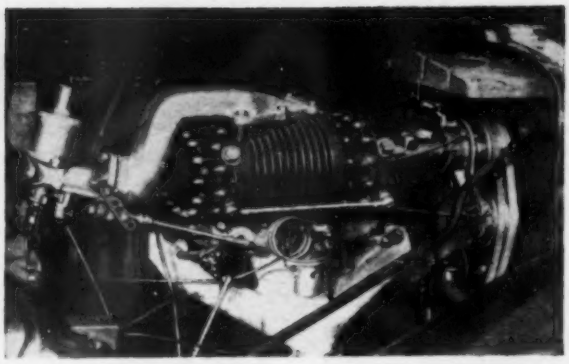
The Valiant Seventeen

THE greatest of all races—*Les Vingt-quatre Heures du Mans*—has come and gone again, and the result, let it be said quite frankly, is a sorry one for Britain, particularly after her tremendous victory in 1951. British drivers were in the third car in the general classification, but it would be absurd to claim that the car itself was any more British than it is American; for the first truly British car home it is necessary to move down to the Aston Martin of P. Clark and M. J. Keen at number seven, and the annual consistency of this *marque* at Le Mans is to be applauded. Likewise is the Jowett Jupiter of M. Becquart and G. Wilkins, for its first place in the 1,500 c.c. category, although some of the glamour of victory is dissipated by the fact that the car proved to be the sole survivor of the class.

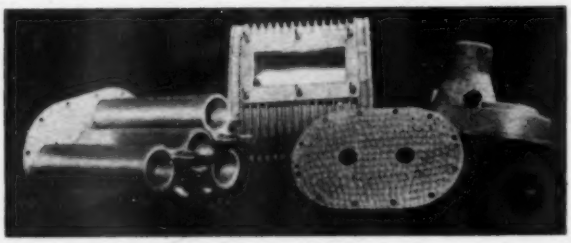
None the less, survival in this year's race was a great achievement in itself, only seventeen of the fifty-seven cars being on the circuit at the end of the twenty-four hours. During that time the winner had covered 2,320.2 miles, giving an average speed of 96.67 m.p.h., and motorists who find difficulty in grasping the significance of these figures might think of a typical Continental holiday's driving completed during a one-day sitting.

For such racing, cars must be in the peak of condition, as must be their drivers, and these virtues should be conceded ungrudgingly to the two Mercedes-Benz from Germany which headed the general classification. The Mercedes won, after the bitter fate of P. Levegh's Talbot, because the typically German singleness of purpose had been applied to the sport of racing. The result will redound to the credit of that country's motor industry throughout the Continent, and should reinforce the lesson to this country of Volkswagen success in Continental markets for production cars.

CONTEMPORARY POSSIBILITIES OF SUPERCHARGING TO OBTAIN IMPROVED PERFORMANCE BY CARS WITH SMALL ENGINES



NO FUTURE IN IT?



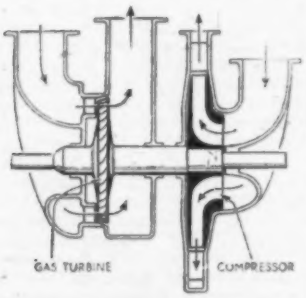
Top right: A Wade supercharger of the Roots type, fitted to an M.G. car. Right: Components of a typical Roots-type blower with twin-lobe rotors, seen on the left.

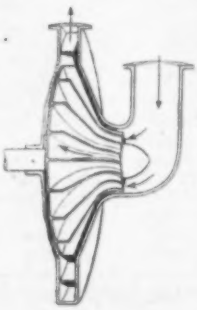
IT is a strange situation that, at a time when the available knowledge on the design and production of superchargers is more actively employed than ever before, there is not a single car in production anywhere in the world with a supercharged engine. Superchargers are now virtually standard equipment on aero engines, both to increase power for take off and to maintain power at altitude. Roots-type blowers very similar to car superchargers are widely used to pressurize aircraft interiors so that the passengers may breathe comfortably at high altitudes. Supercharged diesel engines are widely used in ships, power stations, commercial vehicles and military applications, the General Motors two-stroke and the Foden diesel being two well-known examples. Yet the supercharging of cars is now unknown to the majority of British motorists.

The eclipse of the supercharger in the car field is matched by its decline in motoring competitions. In some events it is actively banned, and in others it carries a heavy penalty. For example, in the Le Mans race last weekend there were only two supercharged cars out of sixty entries and these were treated for handicap purposes as though they had engines of twice the size. Of the three formulæ which govern international Grand Prix racing at the present time only formula 1 permits supercharged cars and this branch of racing is now rapidly declining. Its place will be taken by another formula which will, admittedly, permit supercharged cars to run but they will be at an even greater disadvantage than at present. Current formula 1 Grand Prix cars of 1½ litres supercharged have to compete with unblown cars with engines three times the size, but under the new formula supercharged cars are restricted to engines of 750 c.c. and have to compete against unblown cars of 2,500 c.c. or 3.34 times the cubic capacity.

Outside formula 1 Grand Prix racing there is in Europe only one form of motoring sport where the supercharger is still used extensively. This is in that strange activity, the British Trial, where many of the most successful of the spidery freaks constructed for this pastime have supercharged engines. The British trials championship is currently held by Mr. W. H. Waring who, like a number of other competitors, uses a very light car propelled by a Ford Ten engine fed by a belt-driven supercharger.

In Britain, interest in superchargers has been severely curtailed by the difficulty in obtaining a new car of any kind, and also by the poor quality of fuel available. Supercharging

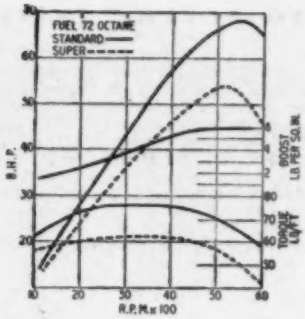




Left: Supercharging by axial-flow compressor. The complete unit of gas turbine and rotor-compressor is shown on the left, and a typical rotor-compressor design is shown alongside.

may be defined as a means of increasing the density of the combustible charge beyond that obtainable under normally aspirated conditions, and the amount of supercharge which can be satisfactorily employed is governed by a number of features, including the octane number of the fuel, the engine compression ratio, the mixture strength, mixture temperature, the ignition timing and the characteristics of the combustion chamber.

However, for the same overall compression ratio more power can usually be obtained by supercharging than by modifying the engine to increase the geometrical compression ratio, and it is obtained with pleasanter running characteristics. The simplest method of raising power output involves an increase in compression ratio. This leads to detonation which sharply raises the maximum explosion pressure and leads to rough running, with high stresses on the bearings. Supercharging usually gives a smoother running engine, because it helps to overcome deficiencies in the mixture distribution system at the same time as it packs more combustible mixture into each cylinder. If a high boost pressure is used, it will reveal a need for stronger reciprocating parts, and pistons with stronger crowns better able to cope with the extra heat which is generated; but a modest amount of supercharging can be applied quite successfully to ordinary inexpensive touring car engines, as the experience of trials drivers with the Ford Ten power units demonstrates.



Performance curve for a Marshall Nordec supercharger installation on M.G. cars (TA, TB and TC Midgets).

Three Types

Superchargers used on car engines are of three main types:—

(1) The Roots type, in which twin rotors, usually with two or three lobes each, trap quantities of air and carry it round into the induction space, where it is compressed in contact with the air already delivered.

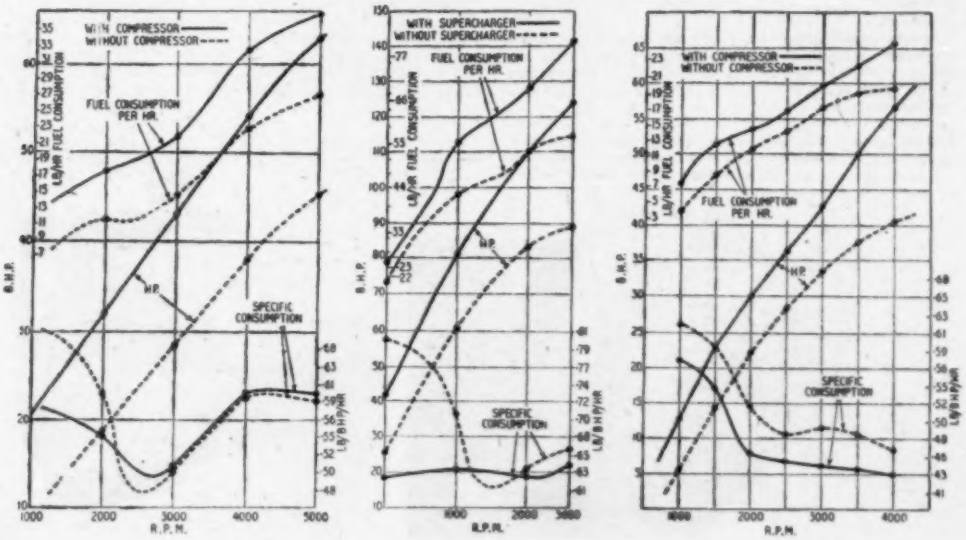
(2) The eccentric vane type, which, like the Roots, is fundamentally a positive displacement unit.

(3) The centrifugal supercharger, which is really a high-speed fan taking air in at the centre and throwing it out at the tip into a collection chamber, where its velocity is converted into pressure.

For normal car use, only the Roots-type and the eccentric-vane supercharger are of interest. The centrifugal blower has to run at very high r.p.m., whereas the other two can work effectively at speeds close to that of the engine and can therefore be driven by ordinary fan belts, the belts being duplicated for the larger sizes. To deliver a pressure of about 4 lb per sq in above atmospheric, a centrifugal blower would have to operate at a tip speed of some 600ft per sec, and, using a rotor of 5in diameter (a convenient size for a car engine) would require a rotational speed of about 30,000 r.p.m., which would present some pretty drive problems in a car engine. The B.R.M. has a centrifugal blower, but it is known to suffer from restricted acceleration out of slow corners, a point which emphasizes another defect of the centrifugal type for car engines—its restricted range of operating speeds.

This list does not, however, exhaust the types of supercharger now in use. On low-speed diesel engines simple pistons working in cylinders have been used successfully to compress the ingoing charge, and in some modern engines the space below the engine pistons has been boxed in so that, as the pistons descend, they compress air, which is then delivered to the induction manifold for the next cycle.

Performance curves for three engines with and without supercharging. Left to right: TC M.G. (1,250 c.c.), Ford V8 (3,917 c.c.), and Austin A.40 (1,200 c.c.).



NO FUTURE IN IT? . . . . . continued

This method is, of course applicable only to a diesel engine where the fuel is injected directly into the cylinder and is not present in the ingoing air. A similar method has been used in two-stroke engines.

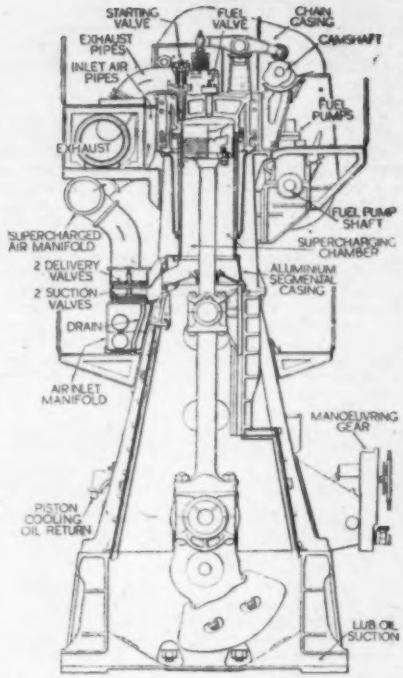
A compressor which the gas turbine has brought into prominence is the axial-flow type, in which a drum with several rings of closely packed aerofoil blades revolves inside a casing and the air is compressed by being hurled from one ring of aerofoils to the next through intermediate stator blades. The cost of such a device would, however, be prohibitive for an automobile engine at the present time and it is, in fact, proving very difficult to produce the blades in the requisite numbers for aircraft applications.

Overseas Interest

However, despite the comparative lack of interest in superchargers in Britain, a good deal is being done in other countries and there has been, since the war, a brisk sale of superchargers in America; some of them have been locally produced and others have been imported from Britain, France and Italy. . At first sight is seems surprising that this should be so, considering the great surplus of power which the American car normally possesses, but there is now a large and rapidly growing clientele which is interested in having cars with better than normal performance and is able to pay for the privilege. Another point in favour of the supercharger, particularly in central and southern America, is its capacity to compensate for the loss of power which takes place at high altitude in a normally aspirated engine. In areas where motoring is to be done at about 10,000ft the engine may deliver only about 70 per cent of its normal sea level power and this entails a considerable amount of loss of performance, which can be restored to a large extent by adding a simple low-pressure supercharger. The demands of the growing numbers of sports car enthusiasts in the United States have also focused attention on superchargers and several manufacturers of these instruments have developed special installations for the M.G. Midget, also sets are available to provide an unexpected turn of acceleration from such popular British small cars as the Morris Minor and the Austin A.40.

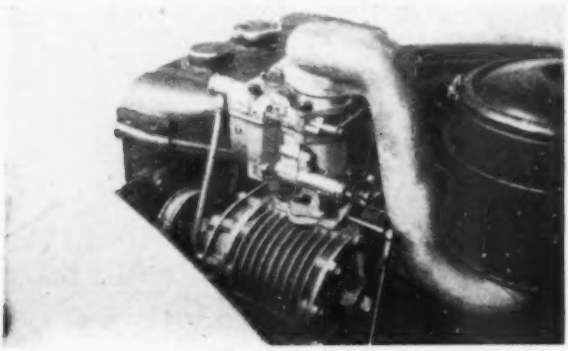
The primary purpose of the supercharger is to increase maximum power, but it usually gives, as remarked previously, a smoother running engine, more flexible top gear performance and a marked all-round improvement in acceleration.

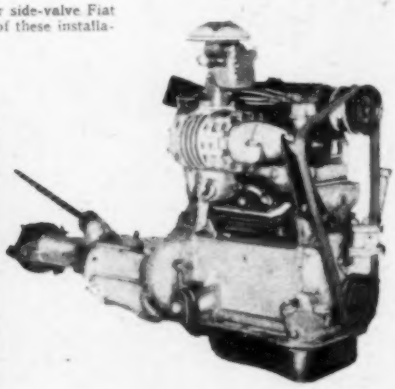
The question is often raised as to what effect the supercharger has on fuel consumption. The low-pressure supercharger is unlikely to produce an increase in the specific fuel consumption, that is the amount of fuel required for each horse-power per hour; in fact, despite the mechanical and other losses in the supercharger, a slight reduction, presumably owing to better mixing and distribution, is sometimes achieved. But it does make available extra power and the relative consumption depends very much on the use the owner makes of it. The greater flexibility in top gear will probably lead to a reduction in gear changing in many cases, which will also help to maintain the overall fuel

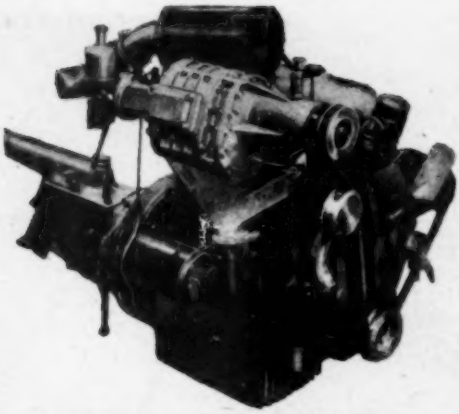


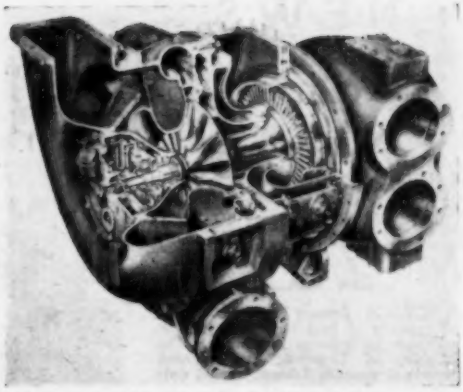
Under-piston supercharging on a Harland and Wolff (B. and W.) four-stroke marine diesel engine.

Right: Dynamo drive extended to drive a Roots-type blower on the pre-war side-valve Fiat 500. Below: Installation of a Roots-type blower on an Austin A.40; both of these installations are by Societa Compressori Torino.







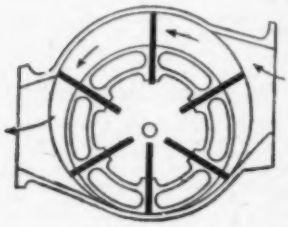


Left: A Marshall-Nordec low-pressure installation fitted to a 1,200 c.c. M.G. engine. The installation is a popular one for TC and TD models. Right: An exhaust-driven turbo-compressor (English Electric) used on four-stroke diesel engines. A compression ratio of 2 to 1 is now possible, doubling the output of an engine.

consumption balance. Some of the diagrams show typical test results recorded on three popular engines running on the test bed with an Italian supercharger of the Roots-type running at speeds up to 1.27 times engine speed. On the Ford V8 the torque was increased by 42½ per cent at 1,500 r.p.m. and by the same proportion at 3,600 r.p.m.

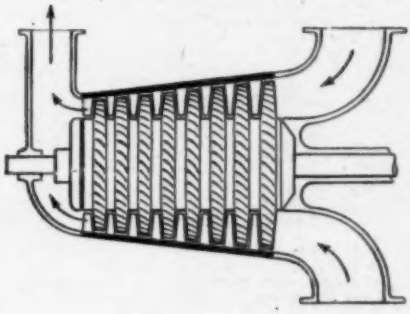
The weight of the supercharger itself is only a tiny percentage of the weight of the laden vehicle, and such improvements in power and torque, therefore, effect a very great proportionate increase in the power available for acceleration and hill-climbing.

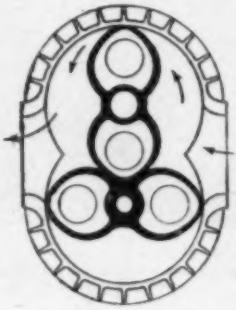
Flexibility, acceleration and hill-climbing: these are three advantages which continue to obtain converts for the idea of low-pressure supercharging on ordinary, everyday cars. It must be admitted, however, that in some quarters the early post-war enthusiasm for supercharging which spread so rapidly in the United States has received a check owing to installation difficulties. For example, some superchargers were installed in such a way that the driving belt made contact only with a very small arc on the pulley, and trouble soon developed. Another source of trouble was found to lie in the practice of exploiting the swinging dynamo mounting and using the dynamo pulley as a jockey pulley to the supercharger drive. Not unnaturally, the dynamo bearings collapsed under the strain, and helped to create an impression that supercharged cars were unreliable. These difficulties should not arise with a well-planned installation, and when high octane fuels become more widely available it is reasonable to expect a steady increase in the interest displayed in superchargers for family cars in Britain. Many of the early difficulties have now been overcome, and the prospect of big car performance from a small compact vehicle has a special appeal on Britain's over-crowded roads.



Despite the comparative decline of the supercharger it is interesting to note that several British firms are making them, and some are doing a considerable export trade. Usually the buyers are individuals wishing to liven up their cars, and there are many sports enthusiasts in Canada and America who fit British superchargers. They are made widely for diesel use, and one British firm is exporting Roots-type superchargers for diesel purposes, while finding little market for them on passenger or sports cars. Another advertises a range of standard installations for production cars, and deliberately advocates supercharging on the family type of car.

Prices range from about £80 to £115. A fair trade is being done, mostly with American buyers, who are interested in fitting superchargers to sports cars and for "hot rod" work, and most of the British export trade seems to be with Americans and Canadians where car superchargers are concerned, though for diesel engines the market is, of course, world-wide.





Blowers in principle: Above, eccentric vane; centre, axial-flow compressor; right, Roots-type lobes.

NEWS and VIEWS

Special trucks supporting a surfacing machine and a roller with wire cables, on General Motors' test track. (See paragraph below.)

New Licences

VEHICLE licences for the second quarter of 1952 expire on June 30 and may be renewed in advance. The Ministry of Transport has requested holders of quarterly licences to make early application for renewal.

Zebras O.K.

ZEBRA crossings appear on the whole to be working well and the Minister of Transport is considering what can be done to improve their visibility at night. This was stated by Mr. Gurney Braithwaite, Parliamentary Secretary, in the House of Commons recently.

Nation on Wheels

ONE interpretation of figures recently released by the Canadian Bureau of Statistics is that Canada has enough motor vehicles to carry the whole population at once. In 1950 the Dominion had over 2,600,000 vehicles, which total has since been increased by 10 per cent. Describing Canada as a nation on wheels, the Bureau mentions that in that year one-fifth of the new cars sold in Canada were of British manufacture.

The combined microphone and light signal device used at the rear of Shell's tankers in Sweden.

Circumventing "g"

THE steep slope of the top of the banking on the General Motors' test track near Detroit made the problem of resurfacing difficult. Normal road-making vehicles could not be tilted to such an angle, and could not lay a surface with a concave section. They were ingeniously modified by Mr. Louis C. Lundstrom, head of the track's engineering department. The surface-laying machine and the roller were modified to deal with the curved surfaces, and the surface machine had new carburation and lubrication, designed to work at an angle. A roadway was built round the edge of the track, on which ran heavy lorries with an extra and horizontal pair of wheels bearing against the raised edge of the roadway. These lorries prevented the road machines from slipping sideways down the banking, by means of wire cables. The cables were tensioned by winch engines driving through normal Buick Dynaflow hydraulic transmissions.

Tankers

TO let the drivers of a big fleet of petrol tankers know when there is a car behind and wishing to pass, a warning device has been developed by the Shell Petroleum company in Sweden.

The device is in three parts, consisting of a microphone at the rear of the truck, combined with a red and green light operated by the driver; a loudspeaker on the instrument panel, which relays the horn of a following car; and the driver's control switch, with which he operates the green light at the rear of his tanker for "pass" and the red light for "do not pass."

Foot-and-Mouth

AT the request of the Irish Government the A.A. has warned its members that their cars should be washed thoroughly before leaving the United Kingdom bound for Eire. Foot-and-mouth disease can be carried by mud deposits, and failure to wash the car before embarkation may lead to delay on arrival in Ireland as a compulsory scheme for disinfecting untreated vehicles has been started.

Production in April

APRIL production of new cars (35,228) showed a disappointing slump from the March figure, which had exceeded the March, 1951, total. The April total was well down on that of April, 1951 (38,418) and, in fact, it is necessary to go back to 1949 for a worse April figure.

Of the total, 24,882 cars were for export (about 71 per cent).

Accommodation in Spain

CONSCIOUS of her attractions as a tourist country, Spain has carried out a programme of hotel building which has resulted in thirty-five new hotels being opened in the first five months of this year. Last year Spain was visited by a million and a quarter tourists and this year she expects a million and a half.

Going to Paris?

THERE is every indication that in spite of the £25 basic allowance many British motorists are planning to have holidays abroad. The holiday period may be slightly reduced or the distance covered may be much less than usual. There are, however, many beauty spots and places of interest within easy reach of Paris, and the publication by the Michelin Touring Service of a new guide with the title *Environs de Paris* is, therefore, singularly appropriate.

Its 200 pages are illustrated with plans, maps and sketches, and the history, geography and "sights" of the various localities are fully dealt with. A supplement

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KING'S LYNN
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24 St. James' Street, King's Lynn.
(Tel. 2281)

LANCASTER
Loxhams Garages (Lancaster) Ltd.,
Penny Street, Lancaster.
(Tel. 868/9)

LEEDS
Rippon Bros. Ltd.,
73 Albion Street, Leeds 1.
(Tel. 25753)

LIVERPOOL
W. Watson & Co. (Liverpool) Ltd.,
Oldham Street, Liverpool 1.
(Tel. Royal 7080 Day, Royal 1072 Night)

MANCHESTER
Joseph Cockshoot & Co. Ltd.,
Great Ducie Street, Manchester 3.
(Tel. Deansgate 6611)

William Arnold Ltd.,
Upper Brook Street, Manchester 13.
(Tel. Ardwick 4361/7)

David Rosenfield Ltd.,
Cheetham Hill Road,
Manchester 8.
(Tel. Blackfriars 2302)

MARKET WEIGHTON
Robert B. Massey & Co. Ltd.,
High Street, Market Weighton, Yorks.
(Tel. Market Weighton 3115/7)

NEWCASTLE-ON-TYNE
Dex Automobiles Ltd.,
New Bridge Street, Newcastle-on-Tyne.
(Tel. 25511/2)

NEWTON ABBOT
Western Garage (Newton Abbot) Ltd.,
48-56 Wolborough Street,
Newton Abbot.
(Tel. 188)

NEWTON-LE-WILLOWS
A & B Motors (Newton-le-Willows) Ltd.,
Mill Lane, Newton-le-Willows, Lancs.
(Tel. 3301/2)

NORTHAMPTON
Grose Ltd.,
Marefair, Northampton.
(Tel. 4540/2)

NORWICH
Mann, Egerton & Co. Ltd.,
5 & 7 Prince of Wales Road,
Norwich.
(Tel. 20481)

NOTTINGHAM
Bennetts (Nottingham) Ltd.,
24-30 Shakespeare Street, Nottingham.
(Tel. 44074/7, Day and Night)

PERTH
Grassick's Garage Ltd.,
50-56 Leonard Street, Perth.
(Tel. 71 & 2880)

PIRBRIGHT
Clarke's of Pirbright,
Pirbright, Surrey.
(Tel. Brookwood 2201/2, Day and Night)

PLYMOUTH
W. Mumford Ltd.,
Abbey Garage, St. Andrew Street,
Plymouth.
(Tel. 3481, Day and Night)

PRESTON
Loxhams Garages Ltd.,
Central Garage, Charmley Street,
Fishergate, Preston.
(Tel. 4242)

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Reading Automobiles (Weybridge) Ltd.,
13-15 Caversham Road, Reading.
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Glovers of Ripon Ltd.,
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Sheffield 11.
(Tel. 70153)

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Wadham Bros. Ltd.,
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Library Street, Wigan.
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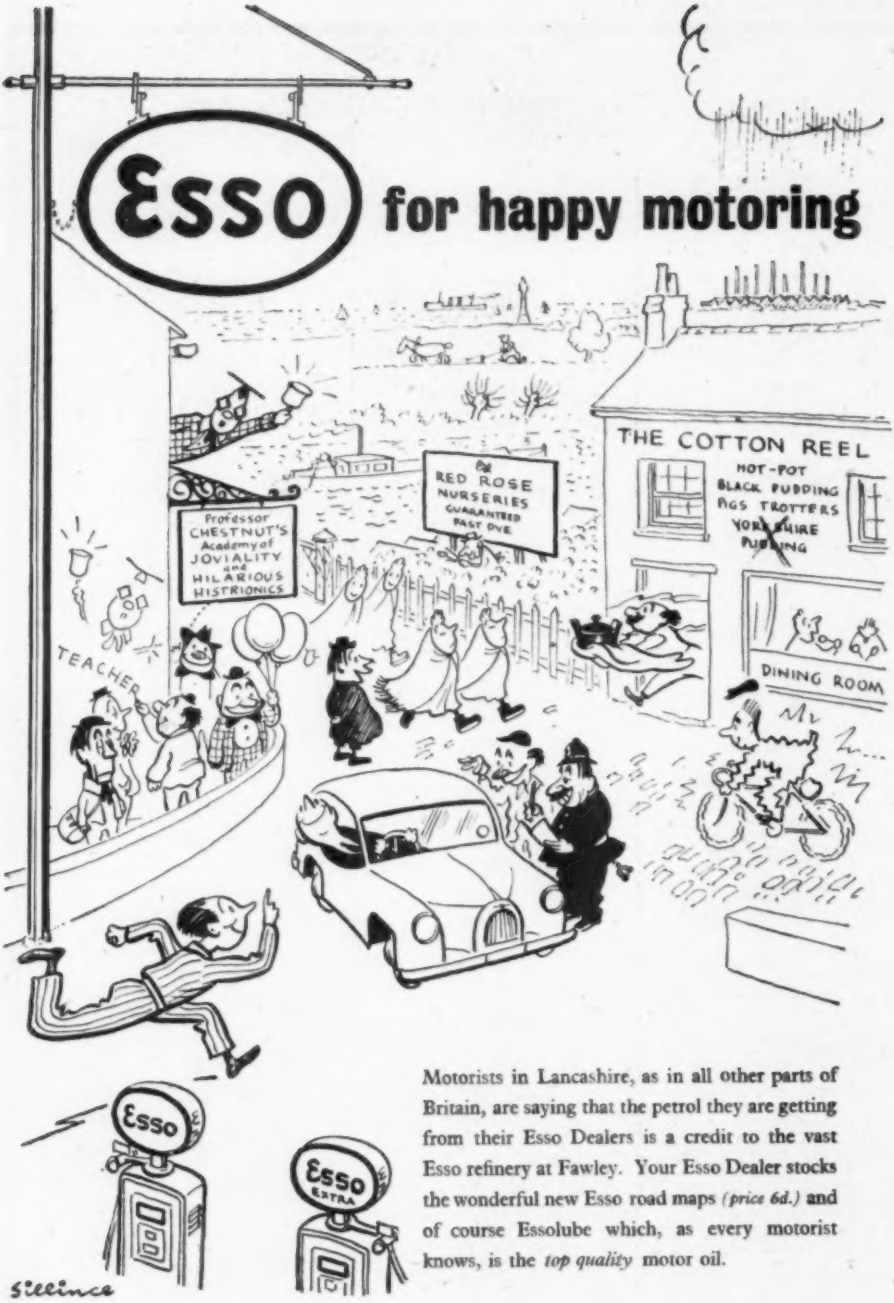


Motorists in Lancashire, as in all other parts of Britain, are saying that the petrol they are getting from their Esso Dealers is a credit to the vast Esso refinery at Fawley. Your Esso Dealer stocks the wonderful new Esso road maps *(price 6d.)* and of course Essolube which, as every motorist knows, is the *top quality* motor oil.

ESSO PETROLEUM COMPANY, LIMITED, 36, QUEEN ANNE'S GATE, LONDON, S.W.1

NEWS and VIEWS

— continued —

to the guide, entitled "Where to go on Sunday" gives details of hotels and restaurants around Paris, in the forests, on the banks of the Seine and elsewhere, which form agreeable venues for a day's run out from the city.

Minor Crossing

AFTER a journey of 9,000 miles from Southern Rhodesia, two young Irish brothers recently arrived at Nuffield Exports' headquarters at Cowley, Oxford, in a somewhat battered Morris Minor. James and Boyd Baird bought the 1950 model second-hand, and with 30,000 miles already on the speedometer. They fitted the car with two neat 22-gallon tanks on the roof—one for petrol and one for water—and proceeded to tackle successfully the route through Northern Rhodesia, the Belgian Congo, French Equatorial Africa and the Cameroons to Nigeria; thence they scrambled through the desert with great difficulty and went over the Hoggar Mountains to Algiers, and on to England.

A Special Jupiter

A MODERN, full-width front, which hinges up to give ready access to the power unit, and a well-raked V-screen are features of the special drop-head coupé Jowett Jupiter body by Richard Mead, of Knowle, Warwickshire. The bonnet top, front grille and head lamps are supported on a tubular framework and are spring counterbalanced by a tubular member, which also supports the bonnet in the raised position. The front wing pans are also readily detachable, being held by cage nuts, if even easier access to the engine is required. These wing pans have air ducts for brake cooling.

The body is a two-three-seater, with hide upholstery over spring cases, and has winding windows and ventilating panels in the doors. The head is lined, but folds neatly nevertheless. The price is £1,265, plus £736 10s purchase tax.

An open two-three-seater of similar appearance but with ordinary unlined hood and celluloid side screens is also produced, the price being £1,095, plus £634 10s tax. The seat cushions and rear squab are all adjustable, the doors have press-button locks, and heating and demisting are standardized.

The Jowett Jupiter coupé has a full-width front and a well-raked V-screen with ventilating panels on the doors. The head is lined and fits snugly around the side windows. There is space for luggage behind the rear seats and the spare wheel is housed in a tail locker.

This elevated traffic control booth in Hanover overlooks a busy intersection in the centre of the town. Traffic lights are operated from the booth and offending motorists are brought to order by means of loud speakers.

New Car Ferry

LAST Tuesday the *Lord Warden*, latest addition to the British Railways' fleet of car ferries, was brought into service on the Dover-Boulogne route. Built and engined by William Denny and Brothers, the ship was launched at Dumbarton last December. The garage for 120 cars is designed on the "first on, first off" principle, and is provided with a turntable. Powerful fans have been fitted to deal with exhaust fumes

A Good Map

ONE of the outstanding features of a map from the motorist's viewpoint is the way in which the folds are arranged. The type which may have to be almost completely unfolded to get at any particular area is automatically difficult to handle in a car. A map which has only one horizontal fold, like those of the famous Michelin series, is excellent; but this is not possible for a map showing a big area to a useful scale.

This problem has been solved in a new 10 miles to the inch map of England, Wales and Scotland published by the Ford company, of Dagenham, which incorporates a new, patent method of folding. In the Ford road map the map itself is cut at necessary places and this and its folding system do not permit it to be opened out completely. However, the country is displayed on five separate strips, each of which can be opened out horizontally as desired. It is strongly bound and contains a gazetteer and other information, much of it, of course, particularly useful to Ford owners. It is available from Ford main dealers, price 7s.

HOW FAR

Willersey Hill, in the Cotswolds.

Part II
(Conclusion)

By JOHN RABSON

ON HOW MUCH?

Effect of Differing Operating Conditions on Fuel Consumption

In the previous issue the method of fuel consumption measurement used for tests carried out by this journal was described in some detail. The results obtained will now be examined.

FOR overall maximum efficiency it is necessary to produce a car that is both well streamlined and light in weight so that it can accelerate quickly (or climb hills) and also have a high top speed. However, these are only two purely mechanical considerations and often—in the interests of quietness, for example—extra weight is added. Further, the particular qualities of a car as reflected by its fuel consumption will vary according to the individual use to which it is put. For example, if a car is relatively heavy but has a very low drag coefficient it will most likely give a very good fuel consumption in the hands of a driver who uses it for fast journeys on relatively level main roads. On the other hand, such a car in the hands of a user requiring transport for short journeys in hilly country would have to expend fuel in lifting a heavy mass to a great height, yet he would not benefit from the advantages of the body shape. In fact, he would be better served by a car that was very light in weight at the expense, if necessary, of an increase in the drag. However, this type of car would not suit the main-road man wishing to travel fast.

To show the effect on consumption in hilly country with an increase in weight two tests have been carried out at the same speed but with different loads. Now, although the fuel

Fig. 1. This curve shows the rate of increase in the power required to drive the car as the road speed increases. The figures of resistance horse-power in the vertical axis refer to horse-power required at the road wheels and not brake horse-power developed by the engine, which must, of course, be in excess of the resistance horse-power to overcome transmission losses and such like.

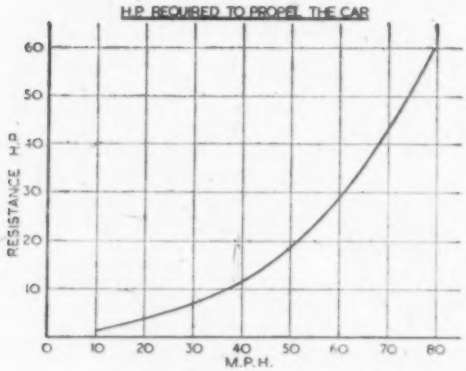
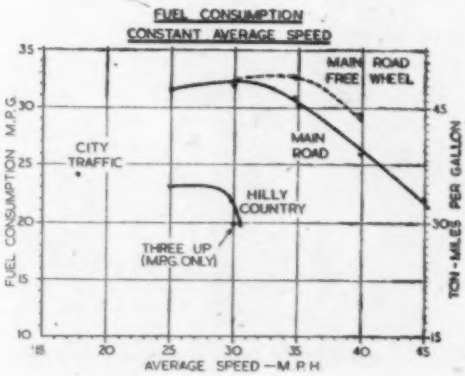


Fig. 2. At an average speed of between 35-40 m.p.h. there is a considerable reduction in fuel consumption when the free wheel is used for main road driving. In hilly country the fuel consumption was worse than that obtained in city traffic. Also, an increase in car weight—for example an extra occupant—has a noticeable effect on the fuel consumption in hilly country.



LE MANS
24-HOUR RACE
1, 2, 5
(SUBJECT TO OFFICIAL CONFIRMATION)
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THIS MARK ON ALL VANDERVELL PRODUCTS
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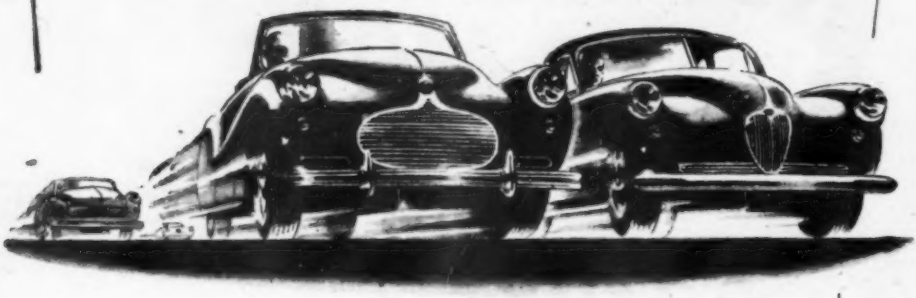
CASTROL WINS



LE MANS

24 HOUR RACE

1,100 c.c. Class

1ST A. VEUILLET & E. MOUCHE

(PORSCHE)

* 219 Laps at Record Speed of 76.45 m.p.h.

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

HOW FAR ON HOW MUCH? . . . continued

consumption may be worse because of increased weight when expressed simply in miles per gallon, to obtain a more accurate picture of what is going on it is desirable that the weight variation should be brought into the picture; therefore the term ton miles per gallon is often used. If a car weighs one ton and does 20 m.p.g. its specific consumption in terms of ton miles per gallon is also 20. On the other hand, if it recorded the same consumption yet weighed two tons, the figure would be 40 ton miles per gallon. On the two tests made in hilly country at an average speed of approximately 30 m.p.h. the m.p.g. figures show an increase in consumption of 9 per cent with an increase in loading of 162 lb yet the increase in ton miles per gallon is only 5 per cent. It is therefore desirable that any differences in weight should be considered when comparing the merits of different cars (or the same car with different loading).

The various resistances that must be overcome to allow a car to proceed have been listed, and to give some idea of just what these resistances mean in terms of horse-power, the power-required curve for the particular Rover car used for the test is shown in Fig. 1. This curve is interesting as it shows very clearly how a relatively big increase in h.p. produces only a small increase in speed. For example,

This hill, near Winchcombe, Gloucestershire, has a gradient of approximately 1 in 3½ for a short distance.

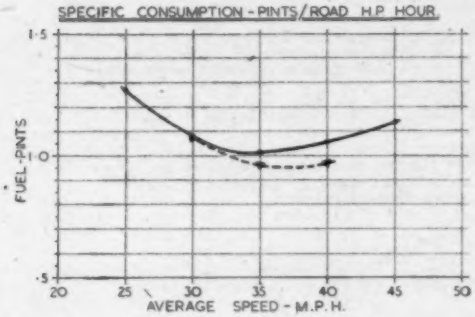


Fig. 3. The curves shown on this graph are obtained from the fuel consumption and resistance horse-power figures. It should be noted that these curves apply to the road horse-power and not engine brake horse-power. The dotted line shows free wheel effect.

at 25 m.p.h. road speed only 5 b.h.p. (at the road wheels) is required. On the other hand, at 50 m.p.h. some 18½ b.h.p. is required—nearly four times as much. Now it is important to remember that these figures are quoted for b.h.p. *at the road wheels*. This is a very different thing from b.h.p. developed by the engine when it is running on a test bed with no gear box attached, and perhaps discharging into the "shop" exhaust system. B.h.p. at the road wheels, then, means the actual power available after all the power losses such as inlet and exhaust silencing, and transmission (to name only two), have been deducted.

From the power-required curve it might perhaps be thought that the slower the car was driven, the more miles per gallon it would do, and although within certain limits this may be so it may not always be the case. In fact, and again within certain limits, it is possible for the reverse to happen, an increase in average speed resulting in a decrease in fuel consumption. This is brought about by the fuel requirement characteristics of the engine. One of the very important qualities that a designer must try to build into his engine is a low specific consumption around the cruising range, but this may result in a higher specific consumption both below and above the optimum. Therefore, although a reduction in speed results in a reduction in horse-power required, if the throttle opening that produces the low power output also results in an increased specific consumption, it is possible that no increase in economy will result.

Curves for fuel consumption based on data in Table 3 of Part 1 illustrate this point (Fig. 2). For example, the curve for main road driving at constant average speeds, without using the free wheel, shows that the fuel consumption is slightly less at 30 m.p.h. than it is at 25 m.p.h. Therefore driving at a speed below 30 m.p.h. under these particular conditions will not produce any increase in economy. Further, an increase in average speed to 35 m.p.h. did not result in an increase in fuel consumption of more than about 1 m.p.g. Yet on a journey of any length the difference in time between the two average speeds would be very considerable.

At speeds over 35 m.p.h. in the fixed drive position the fuel consumption does, of course, increase quite considerably, but not when considered in relation to the extra horse-power that must be developed in order to make the increase in speed possible. Curves showing specific consumption (Fig. 3) make this point clear. It can be seen that at 35 m.p.h. the fuel consumption is 1.02 pints per road horse-power hour, yet at a speed of 40 m.p.h. the specific consumption is 1.06 pints per road horse-power hour—an increase of just under 4 per cent. When the free wheel is

Although most of the testing was carried out on normal roads, during the consumption tests in hilly country a short "colonial" section was included.

HOW FAR ON HOW MUCH? . . . continued

The Rover passed through Broadway, a Cotswold show village, many times during the test.

used the minimum specific consumption figure is lower at certain speeds and is at a minimum of 0.95 pints per road horse-power hour at a speed of 37.5 m.p.h. It is important to remember that these curves show the specific consumption relative to the horse-power at the road wheels, and not to test bed engine brake horse-power. Also, the power-required curve applies only to level road conditions, and therefore the specific consumption curves are plotted only for those tests that were carried out under main road conditions.

The effect of the free wheel is interesting, and considering its merits only from a fuel consumption angle, and for the moment neglecting such items as clutchless gear

Fish Hill, near Broadway, was climbed four times during each test carried out in hilly country.

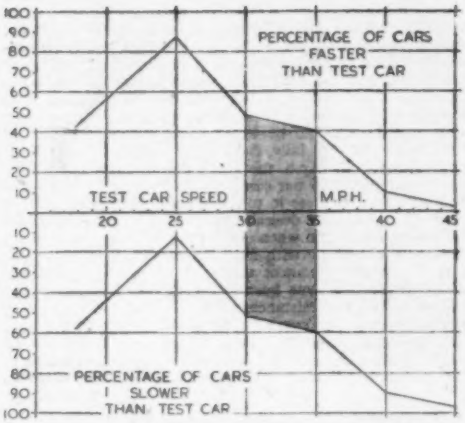


Fig. 4. Data obtained during the test runs indicate that the majority of cars encountered during the test were driven at an average speed of between 30-35 m.p.h.

changing, the tests show that there is little or no improvement in consumption below a speed of about 30 m.p.h. average (considering open road conditions), as to maintain the correct speed the car could not be allowed to build up sufficient speed to permit very much free wheeling. Above an average speed of approximately 40 m.p.h. the effect of the free wheel would seem to become progressively less as the car is driven harder, and the device has less chance to operate.

However, between these two limits, and this applies to the large majority of main road operating conditions, a very useful reduction in fuel consumption was recorded. At 35 m.p.h. average speed, for example, the difference between fixed and free wheel was 2 m.p.g., or a reduction in consumption of 6.5 per cent, a very worthwhile gain. In hilly country there was a marked increase in fuel consumption as there was little or no chance of making up on the downhill runs for the extra fuel used in climbing, because, in a number of cases, an indirect gear was selected to increase the measure of engine braking when descending. The average speed of other road users as reflected by the check on passing cars is shown graphically (Fig. 4) and would appear to be between 30 and 35 m.p.h. average, for main road driving.

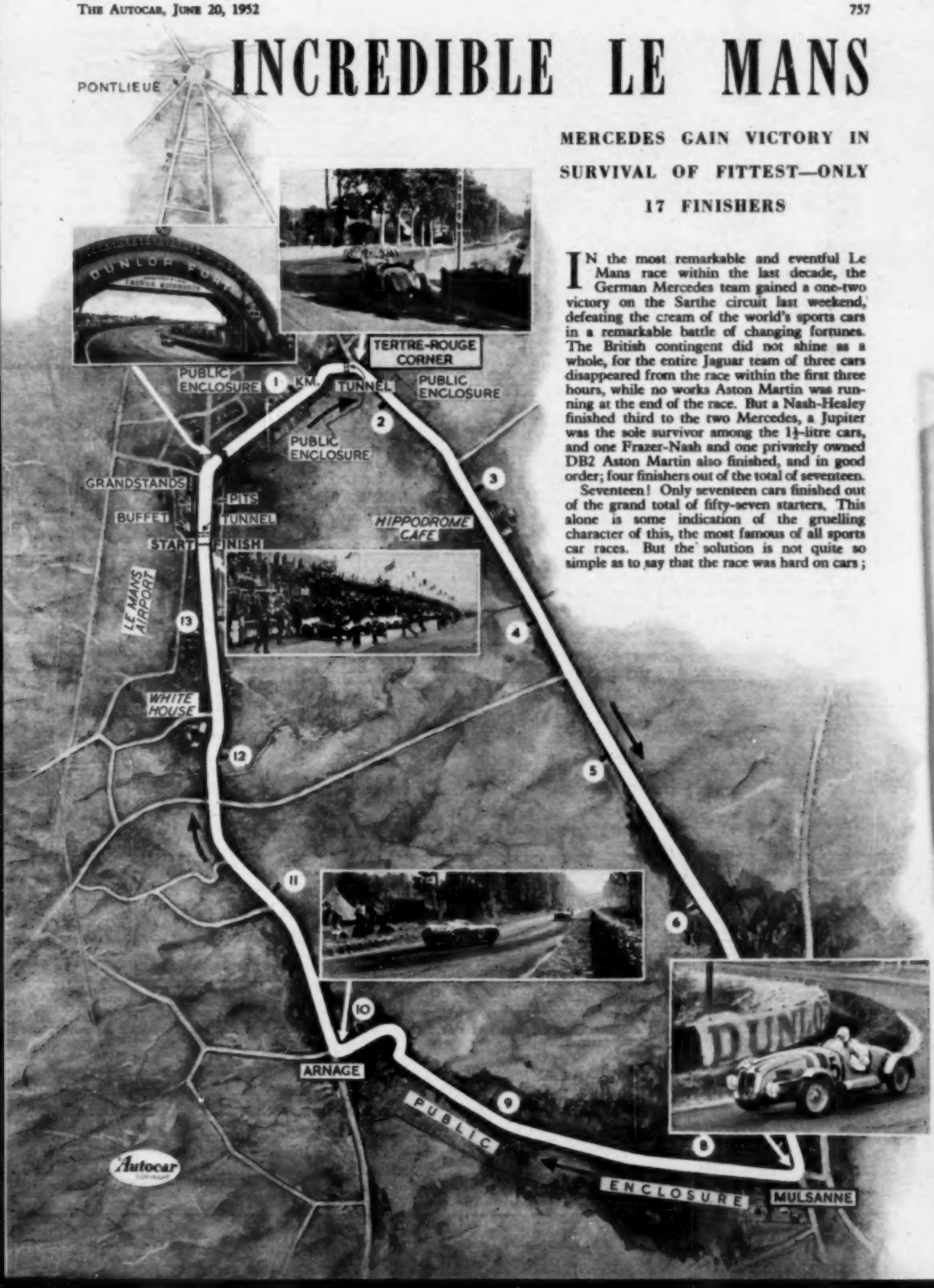
Many more tests would have to be carried out before any definite data could be determined in the form of empirical formulæ concerning the likely fuel consumption under differing conditions for all makes of car and for all drivers. However, to obtain an approximate idea of the influence of conditions this far, a brief table of fuel consumption factors is included. The petrol consumption at 35 m.p.h. constant speed is considered as unity.

Table 4. Fuel Consumption Factors

High speed factor	0.72
Free wheel factor	1.07
Town driving factor	0.79
Hill climbing factor	0.72

From these it is possible to obtain an average factor which equals 0.825. Now, taking the fuel consumption figure at 35 m.p.h. as 30.5 m.p.g., the average consumption would equal just over 25 m.p.g. This figure is very close to that obtained on a run of nearly 300 miles, covering a wide range of conditions, but without driving at any particular constant speed, when the fuel consumption obtained was 24.2 m.p.g.

INCREDIBLE LE MANS



MERCEDES GAIN VICTORY IN SURVIVAL OF FITTEST—ONLY 17 FINISHERS

IN the most remarkable and eventful Le Mans race within the last decade, the German Mercedes team gained a one-two victory on the Sarthe circuit last weekend, defeating the cream of the world's sports cars in a remarkable battle of changing fortunes. The British contingent did not shine as a whole, for the entire Jaguar team of three cars disappeared from the race within the first three hours, while no works Aston Martin was running at the end of the race. But a Nash-Healey finished third to the two Mercedes, a Jupiter was the sole survivor among the 1½-litre cars, and one Frazer-Nash and one privately owned DB2 Aston Martin also finished, and in good order; four finishers out of the total of seventeen.

Seventeen! Only seventeen cars finished out of the grand total of fifty-seven starters. This alone is some indication of the gruelling character of this, the most famous of all sports car races. But the solution is not quite so simple as to say that the race was hard on cars;

CONTINUED

there was evident a certain amount of hasty preparation which is indeed out of place in an event of this importance—not confined to any one firm or even country—and the paramount importance of meticulous preparation was never made so plain.

The drivers of the winning Mercedes were Hermann Lang, famous pre-war Mercedes Grand Prix driver, and Fritz Riess, post-war discovery and recent addition to the Stuttgart stable. On handicap the race was won by the little Panhard driven by Hemard—who thus has won this category for the third year in succession—and Dussous; this was a victory to comfort the French.

Comfort was necessary; for the hardest luck imaginable befell them in the course of the race. The new six-cylinder Gordini, in the hands of Robert Manzon, fell out when leading easily, in the early hours of the morning; and then the 4½-litre Talbot of Pierre Levegh ran a big-end when leading equally easily with barely one hour of racing to go. Could Fate's blows be harder?

The race was run at a record speed, not far short of the coveted 100 m.p.h., which will undoubtedly be attained before long. It should be up to this country to see that it is achieved by a British car.

RESULTS

General Classification on Distance Covered.

1. Mercedes-Benz 2,996 (H. Lang and F. Riess), 2,320.2 miles, 96.67 m.p.h.
2. Mercedes-Benz 2,996 (Helfrich and Niedermayer), 2,311.8 miles.
3. Nash-Healey 4,135 (L. Johnson and T. Windom), 2,196 miles.
4. Cunningham 5,425 (B. S. Cunningham and W. C. Spear), 2,112 miles.
5. Ferrari 4,102 (Simon and Vincent), 2,089 miles.
6. Lancia 1,991 (L. Valenzano and Ippocampo), 2,077 miles.
7. Aston Martin 2,587 (P. Clark and M. J. Keen), 2,073 miles.
8. Lancia 1,991 (F. Bonetto and E. Anselmi), 2,063 miles.
9. Talbot 4,583 s (A. Chambas and A. Morel), 1,960 miles.
10. Frazer-Nash 1,970 (R. F. Peacock and G. A. Ruddock), 1,878 miles.
11. Porsche 1,086 (A. Veuillet and E. Mouche), 1,836 miles.
12. Panhard 851 (Plantivaux and Chancel), 1,811 miles.
13. Jowett 1,486 (M. Becquart and G. Wilkins), 1,752 miles.
14. Panhard 612 (J. Hemard and E. Dussous), 1,742 miles.
15. Renault 747 (De Regibus and Porto), 1,634 miles.
16. Panhard 611 (R. Gaillard and P. Chancel), 1,558 miles.
17. Renault 747 (Redele and Lapchin), 1,484 miles.

Cup for Performance on Handicap.

		Index of performance
1.	Panhard 612 (J. Hemard and E. Dussous)	1.295
2.	Mercedes-Benz 2,996 (H. Lang and F. Riess)	1.274
3.	Mercedes-Benz 2,996 (Helfrich and Niedermayer)	1.269
4.	Panhard 851 (Plantivaux and R. Chancel)	1.222
5.	Lancia 1,991 (L. Valenzano and Ippocampo)	1.193
6.	Lancia 1,991 (F. Bonetto and E. Anselmi)	1.185
7.	Nash-Healey 4,135 (L. Johnson and T. Windom)	1.178
8.	Porsche 1,086 (A. Veuillet and E. Mouche)	1.170
9.	Panhard 611 (R. Gaillard and P. Chancel)	1.160
10.	Aston Martin 2,587 (P. Clark and M. J. Keen)	1.157
11.	Renault 747 (De Regibus and Porto)	1.143
12.	Cunningham 5,425 (B. S. Cunningham and W. C. Spear)	1.133
13.	Ferrari 4,102 (Simon and Vincent)	1.121
14.	Frazer-Nash 1,979 (R. F. Peacock and G. A. Ruddock)	1.079
15.	Talbot 4,583 s (A. Chambas and A. Morel)	1.052
16.	Jowett 1,486 (M. Becquart and G. Wilkins)	1.051
17.	Renault 747 (Redele and Lapchin)	1.038

Biennial Cup 1951-1952 for Performance on Handicap.

		Index of performance
1.	Panhard 612 (J. Hemard and E. Dussous)	1.295
2.	Nash-Healey 4,135 (L. Johnson and T. Windom)	1.178
3.	Porsche 1,086 (A. Veuillet and E. Mouche)	1.170
4.	Panhard 611 (R. Gaillard and P. Chancel)	1.160
5.	Aston Martin 2,587 (P. Clark and M. J. Keen)	1.157
6.	Ferrari 4,102 (Simon and Vincent)	1.121
7.	Frazer-Nash 1,970 (R. F. Peacock and G. A. Ruddock)	1.079
8.	Talbot 4,583 s (A. Chambas and A. Morel)	1.052
9.	Jowett 1,486 (M. Becquart and G. Wilkins)	1.051

AS always, the days before the race had been full of excitement, incident and rumour. The practice periods, during the evenings of Wednesday, Thursday and Friday, had seen mixed weather and mixed fortunes; showers and thunderstorms had occurred all too frequently, giving the drivers valuable experience of a wet circuit but making the execution of accurate comparative tests a matter of great difficulty. It was obvious, even at this stage, however, that the three Mercedes saloons were not only well prepared but also extremely fast; Hermann Lang succeeded in covering one lap in 4m 40s, equal to a speed of 107.789 m.p.h. and some six seconds faster than last year's lap record, set up by Stirling Moss in the XK120C Jaguar.

The Jaguars were not happy during practice, suffering from various troubles, of which the most serious was a tendency to overheat and boil without warning. This is especially serious in the Le Mans race, because of the regulation specifying that a minimum distance of 28 laps (234 miles) must be covered between refuelling stops, which applies to water and oil as well as petrol. Aston Martins, also, had their difficulties, as Pat Griffith (driving in place of George Abecassis, not fully recovered from his accident at Berne) had the misfortune to slide off the road at Tertre Rouge into a wet and solid bank of sand during the second practice session; the car was repaired in time for the race by Herculean efforts on the part of the Aston Martin mechanics. The Cunningham team had come prepared for a long stay and had filled a whole warehouse with numbered crates of spare parts ("fifteen hunnerd spark plugs, boy!"), but even they seemed to be a little at sea with the varying barometric conditions which applied during practice. One car, the saloon model driven by Phil Walters and D. Carter, made constant pit stops for carburettor adjustment.

One remarkable apparition during practice was a Mercedes equipped with a pivoted flap above the rear of the roof; this normally lay parallel with the roof, but when desired it could be turned into the vertical plane to act as a wind brake. Various tests were carried out with this device, which was controlled mechanically

A strip of road, a thousand cars, and the Dunlop bridge: the scene at the world's greatest sports car race.

by rod operation from a lever near the driver's right hand; but it was not used during the race. The Mercedes team came with five cars and thirty-five mechanics; two of the cars only were used for practice.

Therefore, on the eve of the race, the position was wide open and extremely interesting. There were the Ferraris, of which that driven by Ascari and Villoresi was a new 12-cylinder, 2.9-litre saloon—an enlarged version of the 2.7-litre Export model; this car had, in Ascari's hands, put in an extremely fast lap in 4m 40.1s, only one-tenth of a second slower than the fastest Mercedes. Then there was the new 2.3-litre Gordini which had performed so well at Monaco; this car, driven by Manzon and Behra, was certain to be among the leaders for a time—but nobody really expected that either the Gordini or the Ferraris would stay the course. Among the supposedly more reliable fast cars were the Jaguars, the Cunninghams, the Mercedes, the Talbots, the Allards and the Aston Martins; but of these the three British *marques* were known to be not entirely happy. A pity that it should be so; but an inescapable fact, nevertheless.

Saturday morning came, and with it all the noise and bustle associated with race day in Le Mans. From all the famous hotels issued a stream of people and cars—competing cars, tender cars, lorries, and spectators' cars. Early in the day rain fell, but gradually the skies cleared until by midday the sun was making occasional fitful appearances through the clouds. At the circuit itself, all the traditional booths and sideshows were being erected and brought into operation, selling coffee, drinks of all kinds, food in the packet or on the plate; coconut shies, swings, even a roundabout or two—and over them all the enormous balloon in the shape of a well-known French make of sparking plug. Charter planes were landing on the little airfield alongside the circuit in a steady stream, while other planes towed advertising streamers and gliders around interminably.

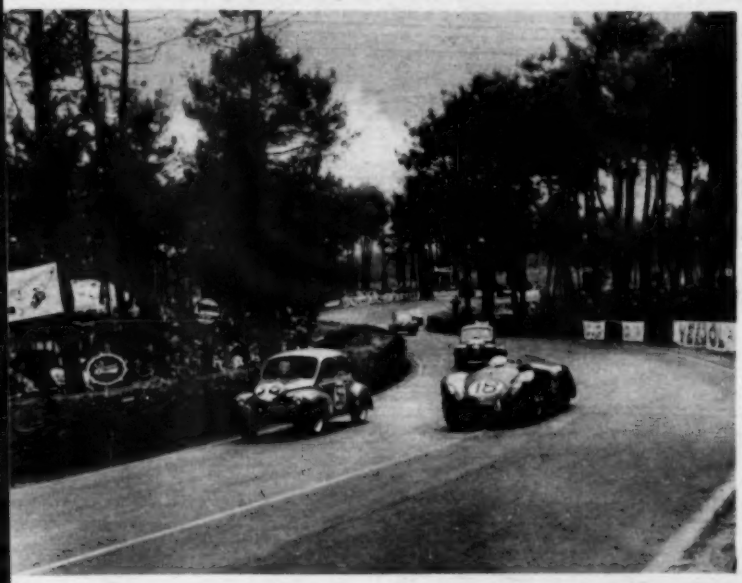
The traffic density increased until the centre of Le Mans itself, and thence to the circuit, was a solid mass of slowly moving cars; a remarkably high percentage of the cars bore British registration plates, indicative of the immense number of British enthusiasts who were making the annual pilgrimage to the most famous sports car race in the world. At the course the tension mounted as the hours went by; the cars were lined up in front of the pits, all the necessary equipment was made ready, and anxious team chiefs checked and rechecked on the myriad last-minute adjustments and arrangements of pit control, such an important part of a long-distance race.

And then came the last half-hour—the lull before the storm. Slowly the long rank of gendarmes formed along the line of pits, clearing all the personnel from the area with the exception of the drivers who were to take the first spell in the race. Stirling Moss, A. P. R. (Tony) Rolt and Ian Stewart for Jaguars; Reg Parnell, Dennis Poore and Lance Macklin for Aston Martins, Ascari in the red 2.9-litre Ferrari saloon, Manzon in the blue Gordini, Briggs Cunningham, Phil Walters and John Fitch for Cunninghams—they all took up their positions in the painted circles on the opposite side of the road from the long line of cars, stamping their feet, biting their fingers, or displaying other signs of nervous tension. The strident loudspeakers gave warning of how many minutes were left before the start; the crowd stood on tiptoe, and in every stand and enclosure the occupants stood on their seats and each other's toes in their anxiety to get a better view.

Two minutes to go. One minute to go: thirty seconds to go; and then Charles Faroux let the flag fall at the head of the line, and with a scurry of flying feet the scene dissolved into instant action At the head of the line was the supercharged 4½-litre Talbot of Chambas and Morel; next came the Cunninghams, then the Allards, and then all down the line in descending engine size, right to the little 610 c.c. Panhards at the far end. This year there were more big cars than ever before, and the Jaguars were well down towards the middle of the line in spite of their 3½ litres. But in spite of this Stirling Moss made a brilliant start, recalling his similar effort of last year, and wriggled his way up through the mob of cars in front so that at the Dunlop bridge over the road just on the first bend he was already in fourth position, behind the Cunninghams of Walters and Fitch and Leslie Johnson's Nash-Healey. Then followed an extraordinary mob of cars, reminiscent of Piccadilly at the rush hour, with the Ferraris of Simon and Ascari prominent among the thrusting element.

At Tertre Rouge, where the comparatively recent part of the course joins the original straight, Fitch's Cunningham had passed its team-mate, and the Jaguars of

Victors: Lang (second from left) smiles happily after the race while Riess receives official congratulations.



A. P. R. Rolt's XK120C Jaguar, going so well early in the race, zig-zags through a trio of Renaults, led by J.-E. Vernet.

First British crew home: Leslie Johnson (left) and T. Wisdom in the Nash-Healey.

CONTINUED

Moss and Rolt were third and fourth. A mile farther on, at Les Hunaudières, Walters' Cunningham led once more; and at Mulsanne Corner, at the end of the long straight, the Jaguars, too, had passed the second big American car and lay second and third. At Arnage Simon's Ferrari, a 4.1-litre Type America saloon, entered by Luigi Chinetti in addition to his own open version of the same model, had come up to fourth place.

Then the leaders came streaking up from White House to the pits, round the slight wiggle and past in a terrific burst of speed; Walters still led, but Moss was not far behind him—and Simon was third and Ascari's Ferrari fourth! Then followed the other two Jaguars, driven by Rolt and Stewart, with Levegh's re-vamped and semi-streamlined 4½-litre Talbot in seventh place.

The pace was terrific, and obviously too hot to last. After two laps the order was Cunningham—Ferrari—Ferrari—Jaguar, while next time round Ascari led from Simon, and the Cunningham was third. The two Ferraris, the red 2.9-litre and the blue 4.1-litre, similar saloons in outward appearance, with the characteristic high-pitched Ferrari exhaust note and the equally characteristic pop-bang, pop-bang, on the over-run as the drivers cut off before a corner, drew away slowly but surely from the field. But the pace told, and on the sixth lap the blue Ferrari appeared alone while Ascari drew into the pit; and Stirling Moss came past in second place with the leading Jaguar.

The Ferrari, moreover, stayed in the pit for 16½ long minutes, while Ascari stood patiently on the pit counter and two mechanics delved into the cockpit and under the bonnet. Finally he started again; but as he got away there were ominous traces of clutch slip—the transmission has long been the Achilles heel of the Modena *marque*. Now, too, a new challenger appeared on the scene as Robert Manzon pushed the new six-cylinder Gordini round to such purpose that he passed both the other two Jaguars and took fourth place on the eighth lap. The pace was taking its toll farther down the field, too, for after only nine laps the 2.7-litre Ferrari driven by "Pagnibon" had a lengthy stop, and the older Simca of Scaron and Mahé retired with serious engine trouble.

Before an hour had gone by a severe blow befell the Aston Martin team, for Reg Parnell came in with the new saloon-topped DB3 car and retired without further ado—the rear axle had gone. And at the same time Stewart brought in the third Jaguar; he left again after a twenty-second consultation with "Lofty" England, the team manager, but neither of them looked happy about the outcome, and the car did not regain its original speed.

The Jaguar tale of woe increased, for a few laps later—at ten past five—Rolt, too, came into the pit for a brief visit with similar results. And after two more laps he was in again for ten whole minutes, while mechanics changed plugs and removed the radiator grille—a bad sign. From then on things went from bad to worse with the Coventry firm; both of these cars went slower and slower, until at five to six Stewart was forced to retire through lack of water. Rolt handed over to Duncan Hamilton, who ran round very slowly—following a tiny Panhard for lap after lap—until he had covered the prescribed minimum distance before refuelling, when he thankfully brought the car into the pit. And then, when the mechanics commenced to top up the radiator, there was an ominous and audible crack, followed by a positive geyser of steam and water. Although the replenishment was finally effected, there was not much doubt about the result; the car would not start, and water in streams came from the exhaust pipes. The gasket had gone, if not worse, and nothing could be done: the car was out.

Meanwhile Moss' car, too, had struck trouble after a good run; the precise nature remained unexplained, but there was no doubt that it also had its origin in overheating. So after three hours there was not one Jaguar left in the race, a sad state of affairs for last year's winners, and an object lesson on the evils of preparation and modification too hasty and too late in the day.

Ascari had now retired also, after setting up as a final gesture a new lap record in 4m 40.5s (107.59 m.p.h.), and Simon had been displaced at the head of affairs by Manzon's amazing Gordini. Setting a remarkable pace and appearing quite happy about it, the little blue car continued to scream round and round, its nearest rival the Mercedes of Karl Kling. Then came the Cunningham of Fitch, the 4.1-litre Ferrari of veteran Louis Rosier, and the second Mercedes in the hands of newcomers Helfrich and Niedermayer.

Marcel Becquart (right) with the sole surviving car in the 1½-litre class. The wheel of the Jowett Jupiter was shared by Gordon Wilkins of *The Autocar* (left).

On general classification the French drivers Simon and Vincent were fifth in a 4.1-litre Ferrari—but not without tribulation!

POSITION AT 5 p.m. (four hours)

Distance covered

1. Gordini (Manzon and Behra), 49 laps, 410.8 miles, 101.6 m.p.h.
2. Mercedes-Benz (Kling and Klenk), 48 laps.
3. Cunningham (Fitch and Rice), 48 laps.
4. Ferrari (Rosier and Trintignant), 48 laps.
5. Mercedes-Benz (Helfrich and Niedermayer), 48 laps.
6. Talbot (Levegh and Marchand), 48 laps.

On handicap

		Index of performance
1.	Gordini (Manzon and Behra)	0.322
2.	Mercedes-Benz (Helfrich and Niedermayer)	0.221
	Mercedes-Benz (Lang and Riess)	0.221
	Mercedes-Benz (Kling and Klenk)	0.221
5.	Panhard (Gavore and Jenart)	0.210
	Panhard (Hemard and Dussous)	0.210

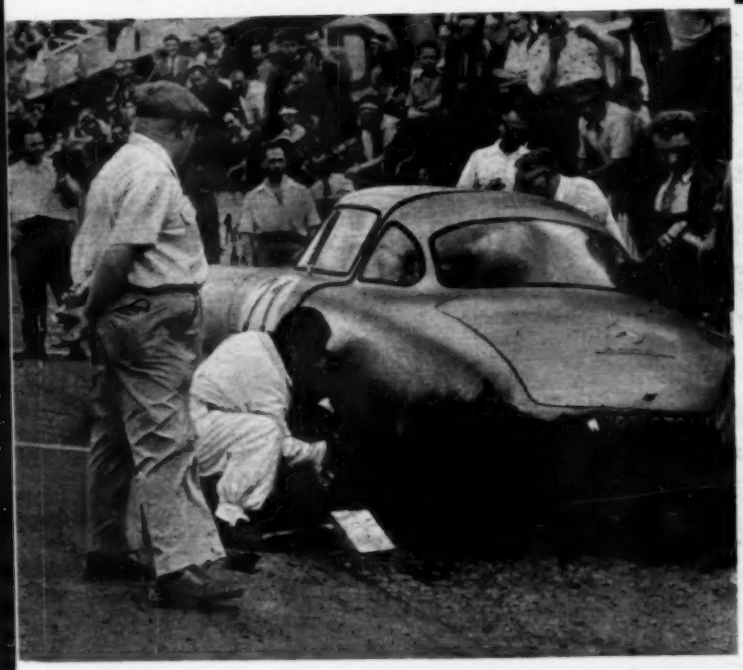
Left : Some idea of the detail provided for spectators of the race positions is shown by this "score card," photographed while the cars raced through the night.

Below : The Mercedes of Helfrich and Niedermayer in the pits : the original method of door opening is fully illustrated, including the hinged ventilation panel.

Left : A disastrous breakdown robbed the Aston Martin of Lance Macklin and Peter Collins of what seemed a sure place in the closing stages of the race : this despite hard driving and efficient pit-work.

Below : Pitwork in the German tradition. The victorious Mercedes of Hermann Lang taking on fuel and getting a wheel change.

Night and day the race went on. Here, Robert Manzon's Gordini undergoes a night pit stop.



CONTINUED

Immediately after this the saloon Cunningham, which had been going extremely well both before and after its first refuelling stop some half-hour before, slid into the sand at Tertre Rouge and stuck very fast indeed. The driver, D. Carter, dug furiously, applauded by the sympathetic crowd, and finally succeeded in extricating the car after over an hour's work. But although it continued to run apparently quite well for a short further period, it was then forced to retire with transmission trouble. Trouble of one sort and another was, in fact, rife, for one Mercedes had a twenty-minute stop at around a quarter to nine, and finally it came in at 11.30 p.m. and retired with what was announced as a defective dynamo; this was Kling and Klenk's car, which had been ahead of the other two. Also during this spell, after darkness had fallen, came an exciting incident when the Ferrari saloon driven by the American Moran and the Italian Cornacchia came into the pits and caught fire; the flames were quickly extinguished, but the car stayed in the pit for some time before restarting.

By now the mortality rate among the cars had reached alarming proportions, and twenty of the fifty-seven starters had fallen by the wayside. These included, of course, all the Jaguars and two of the works Aston Martins, both of the latter having suffered from transmission trouble, either in the axle or the gear box. Ferraris, too, had dropped out by the handful, and that of Simon (which had done so well in the early stages) had fallen back considerably through several lengthy pit stops.

Two well-driven but luckless British cars: J. R. Stoop's Frazer-Nash and the Aston Martin of Macklin and Collins.

POSITION AT MIDNIGHT (eight hours)
Distance covered

1. Gordini (Manson and Behra). 96 laps. 808.8 miles. 100.6 m.p.h.
2. Talbot (Levegh and Marchand). 95 laps.
3. Mercedes-Benz (Lang and Riess). 94 laps.
4. Mercedes-Benz (Helfrich and Niedermayer). 94 laps.
5. Ferrari (Chinetti and Lucas). 92 laps.
6. Aston Martin (Macklin and Collins). 91 laps.

On handicap

	Index of performance
1. Gordini (Manson and Behra)	0.456
2. Panhard (Hemard and Dumont)	0.436
3. Mercedes-Benz (Lang and Riess)	0.433
3. Mercedes-Benz (Helfrich and Niedermayer)	0.433
5. Talbot (Levegh and Marchand)	0.427
6. Aston Martin (Macklin and Collins)	0.425

Nor were the British cars leading any of the smaller categories; the 2-litre class was firmly in the hands of the two Lancia Aurelias of Valenzano and Bonetto, as regular as trains and very much quieter, who were well in front of the Frazer-Nashes of Stoop and Peacock, while the honours among the 1½-litres were being hotly disputed between the Porsche saloon driven by Lachaize and Martin and the remarkable little 1,350 c.c. Osca saloon in the hands of Martial and the bearded Damonte, both of which were well in front of the leading Jupiter of Hadley and T. C. Wise.

During the small hours of the morning, when human vitality is alleged to be at its lowest ebb, the task of the drivers was complicated by the presence of thick mist, which drifted across the road in heavy swathes, especially from Mulsanne to Arnage and from Arnage to the pits. This was most unpleasant, and some very phenomenal avoidances occurred as a result. One of the small Renault saloons overturned at Arnage, but fortunately the driver was very little hurt. Zoria Duntov, driving F. G. Curtis' Allard, found to his horror when approaching Mulsanne at very high velocity at the end of the straight that the brake pedal went down to the floorboards with no noticeable retarding effect; the car smashed through the palisades, all the gendarmerie jumped for dear life, the Allard selected its own gap

DB3, DB2, Panhard. Peter Collins leads Peter Clark and Plantivaux at Mulsanne.

between two parked cars—and charged on down the road to Tours. Duntov brought it to rest in a village some distance away, turned it round and rejoined the course, and went to the pits. Here the trouble was quickly found to be a fractured brake pipe, caused by a broken spring damper mounting; that pipe was nipped up, and the car continued with three brakes until it was put out by rear axle trouble some hours later.

All this time Robert Manzon had been leading the race with the Gordini. This car, for which so many people had prophesied a short life and a merry one, was going perfectly in the hands of both Manzon and cheerful little Jean Behra, motor cyclist and driver with abandon and verve. No other car could touch it; in the early stages it had caught and passed Moss' Jaguar on level terms, as it had at Monaco. Once firmly settled in the lead, the drivers held it there, about a minute ahead of the next man, who for most of this time had been Levegh, driving single-handed in the 4½-litre Talbot. And then, eventually, Fate did strike at the gallant little Gordini; Manzon brought it into the pits, where an investigation of the front suspension and brakes was carried out (and also some inspection of the valve gear, too), and the car was sadly pushed away as a result, it was said, of front brake trouble. However, as the retirement was not announced until after 4 p.m., the car was still classified (albeit in fourth position) behind Levegh and the two Mercedes and in front of the remaining Aston Martin, driven extremely competently by Lance Macklin and Peter Collins.

POSITION AT 4 a.m. (twelve hours)
Distance covered

1. Talbot (Levegh and Marchand), 143 laps, 1,100.5 miles, 99.6 m.p.h.
2. Mercedes-Benz (Helfrich and Niedermayer), 138 laps.
3. Mercedes-Benz (Lang and Riess), 135 laps.
4. Gordini (Manzon and Behra), 135 laps.
5. Aston Martin (Macklin and Collins), 133 laps.
6. Allard (Allard and Fairman), 133 laps.

On handicap

	Index of performance
1. Panhard (Hemard and Demouxi)	0.646
2. Talbot (Levegh and Marchand)	0.639
3. Mercedes-Benz (Helfrich and Niedermayer)	0.635
Mercedes-Benz (Lang and Riess)	0.635
5. Panhard (Plantivaux and Chancel)	0.617
6. Osca (Damonte and Martial)	0.614

Now the hopes of England, as far as the straightforward G.P. d'Endurance was concerned, rested on the aforementioned Aston Martin, and the Allard (Chrysler-powered) driven by Sydney Allard and Jack Fairman, which had gone extremely well considering that trouble in practice had prevented the engine from being fully run in, and which was in fifth position. Unfortunately the engine finally protested, and a big-end ran at approximately the same time as the second Allard (already referred to), disappeared with transmission trouble. A pity, for these two cars, especially that of Allard himself, had gone very well for over half the distance.

It was amazing, as it always is, to notice how the public interest and the density of the crowds kept up its level throughout the hours of darkness. No matter how cold and dank the atmosphere, how misty and obscured the actual course, the spectators stuck to the railings in their hundreds and thousands to watch the passage of the cars, and to cheer on their particular favourites—Manzon and Levegh, of course, ranked very high in this direction.

Even the onset of daylight did little to diminish the trouble caused by the mist. It was not until the rising sun grew strong enough to banish the swirling shades that the speed of the race once more began to rise. But it had never fallen much below 98 m.p.h., which was quite sufficient to beat all existing records.

Of distinctly Ferrari appearance was the lone Osca driven by Dr. Damonte and Martial.

POSITION AT 8 a.m. (sixteen hours)
Distance covered

1. Talbot (Levegh and Marchand), 189 laps, 1,504.5 miles, 99.6 m.p.h.
2. Mercedes-Benz (Helfrich and Niedermayer), 186 laps.
3. Mercedes-Benz (Lang and Riess), 184 laps.
4. Aston Martin (Macklin and Collins), 178 laps.
5. Talbot (Chaboud and Pozzi), 176 laps.
6. Nash-Healey (Johnson and Wisdom), 174 laps.

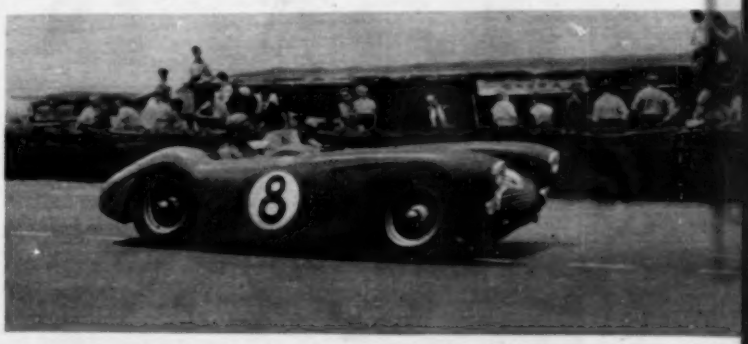
On handicap

	Index of performance
1. Panhard (Hemard and Dumoux)	0.860
2. Mercedes-Benz (Helfrich and Niedermayer)	0.856
3. Talbot (Levegh and Marchand)	0.850
4. Mercedes-Benz (Lang and Riess)	0.847
5. Aston Martin (Macklin and Collins)	0.831
6. Panhard (Plantivaux and Chancel)	0.815

For a time it seemed that the Mercedes driven by Helfrich and Niedermayer would challenge the Talbot, but most of these hopes disappeared when the German car spent 5½ minutes in the pits for a routine refuelling stop which included a good deal of under-bonnet investigation. So the Talbot led, fairly comfortably providing that no disaster should arise, from two Mercedes and the Aston Martin; then came the 4½-litre Talbot driven by Chaboud and Pozzi and the Nash-Healey in the hands of Leslie Johnson and T. H. Wisdom. This last had gone extremely regularly; there were two of these cars entered, of which the other one (driven by Veyron and Giraud-Cabantous) was fitted with an inclined-valve head with cross push-rods of the B.M.W. pattern. Unfortunately this car, too, had fallen out with trouble, either a broken valve or a piston being the likely cause.

So the morning progressed, without change in the main order. The crowd increased again, assuming enormous proportions; all the car parks were crammed, the queues of traffic on the roads to the circuit approached Silverstone standards, and once more the public enclosures became crammed almost to capacity. Without a doubt, the fact that a French car was in the lead helped the "gate," but there can be no mistake about the extraordinary appeal and fascination of this race, above all other sports car events; it is in a class by itself, and running a similar race elsewhere would be by no means the same thing.

Still the Talbot held happily on to its



Gallant car, gallant driver—but the most unfortunate combination in the race. P. Levegh during his hours of triumph before the Talbot's big-end bearing went.

The ultimate victor taking Mulsanne Corner at speed—Lang in the Mercedes-Benz.

CONTINUED

A bitter blow to the Cunningham équipe : after Walters had done so well with the coupé Cunningham, Carter dug it into the sand, and is here shown digging it out again.

lead, the Mercedes (after one brief effort to speed up the pace to see if the Talbot would respond) were content to keep their distance, and the Aston Martin crew were also more than content to be safely in fourth place. But there was no end to the troubles and surprises of this amazing motor race.

POSITION AT 12 NOON (Twenty Hours)
Distance covered

1. Talbot (Levegh and Marchand), 235 laps, 1,970.15 miles, 98.5 m.p.h.
2. Mercedes-Benz (Lang and Riess), 231 laps.
3. Mercedes-Benz (Helfrich and Niedermayer), 230 laps.
4. Aston Martin (Macklin and Collins), 221 laps.
5. Nash-Healey (Johnson and Wisdom), 219 laps.
6. Talbot (Chaboud and Fossi), 219 laps.

On handicap
Index of performance

1.	Panhard (Hemard and Dussous) ...	1.079
2.	Mercedes-Benz (Lang and Riess) ...	1.063
3.	Talbot (Levegh and Marchand)	1.057
4.	Mercedes-Benz (Helfrich and Niedermayer)	1.053
5.	Aston Martin (Macklin and Collins)	1.052
6.	Panhard (Plantivaux and Chancel)	1.019

Although the skies were cloudy, no rain intervened to spoil the remaining hours of the Le Mans race of 1952. During the afternoon, with the number of runners down to approximately seventeen, the majority of the drivers were intent on preserving their cars and their positions; there were, however, one or two early touches of drama. The Osca, which had worsted the Porsche and gained the mastery in the 1½-litre class, broke its clutch at Arnage; Martial, driving at the time, pushed the car all of the two miles from there to the pits, the last half-mile of which is distinctly uphill—only to find the situation hopeless. This left the Porsche in unchallenged mastery of the class; but with only four hours to go the car was called in by the black flag, and disqualified for an infringement of the regulation insisting that the engine be stopped during refuelling stops. Chinetti, incidentally, at the wheel of the big open Ferrari, had been disqualified during the night for another technical infringement—for covering only 27 laps before coming in to refuel.

As the leading Jupiter had disappeared at or near Arnage, without explanation, the disappearance of the Porsche and Osca entries meant that the only remaining car in the class, the Jupiter of Marcel Becquart and Gordon Wilkins, took the lead in that class. They won last year's 1½-litre class in almost exactly similar circumstances! Nobody could touch the Lancias in the 2-litre class, especially as Stoop, with the leading Frazer-Nash, had been eliminated with rear axle trouble. The 1,100 c.c. class was safely in the hands of the Porsche of Veuillet and Mouche, unless disaster intervened, and the 750 c.c. class—together with the handicap result and the Biennial Cup—in the keeping of the Panhard entered by the Monopole concern and driven by Hemard and Dussous. The 3-litre class was naturally a Mercedes province, the 5-litre was going to the Talbot, and the over 5-litre to the sole remaining Cunningham, driven for the first twenty hours by Briggs Cunningham himself.

But—and there is always a but in motor racing—some hopes were still to be dashed to the ground. First came a shock to British hopes when the Aston Martin driven by Macklin came into the pits with smoke pouring from the rear axle. Some repairs were quickly effected and the car got away without losing its place; but some while later, when Peter Collins was at the wheel, it broke down altogether on the straight. Hard luck indeed, after a magnificent effort! And even this was not the last shot in the locker—that being such a cruel one that words can hardly be found for it. With not much more than one hour to go; with five laps in hand over his nearest rival; having driven single-handed for almost twenty-four hours in splendid style, and after many years of racing with never a really big win, poor Pierre Levegh, forty-two-year-old Parisian garage proprietor, had the misfortune to run a big-end in the engine of his 4½-litre Talbot near White House Corner. Could bad luck be carried farther?

This news really stunned the crowd to silence; not only did it mean that no French car finished within the first half-dozen, but it also meant that the first and second cars to cross the line were German—and this was not popular in France.

And so it was that they finished, and the two Mercedes crossed the line—not in a stony silence, but to a mild degree of applause. Yet they had deserved their success, both men and machines; well prepared, properly managed, competently driven, due credit must be accorded them for a very fine effort.

The Nash-Healey finished third, well driven by Leslie Johnson and T. H. Wisdom; the performance of the Aurelias was beyond praise for reliability and regularity; the Jupiter won the 1½-litre class, and the surviving Britons, apart from those mentioned, were two in number—Peter Clark's DB2 Aston Martin in seventh place, and R. F. Peacock's Frazer-Nash which came home tenth.

J. A. COOPER, LE MANS, JUNE 15.

Gordon Wilkins of *The Autocar* entering Mulsanne in the Jowett Jupiter which was the sole survivor in the 1,500 c.c. class.

A fine study of the Peacock and Ruddock Frazer-Nash rounding Mulsanne. The car was tenth in the final classification.

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Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

No Contact

THERE are some motoring experiences that never achieve reality, but remain within the borders of fantasy. Such was the night of the Empire Trophy Race for me and my car. A sporting colleague rang me up from Douglas, I.o.M., and asked me if I could meet a Gemini at a Surrey airfield and transport (1) a certain S. Moss to Heath Row, to catch a 'plane for Nice at 11 p.m., and (2) himself to a well-earned night's rest.

Wearing his Sunday best.

I set off with instructions to go to Woking station and ask the way (these from a certain famous flying journal!). The first local at Woking had never heard of the place, a second's eye brightened (he was wearing his Sunday best and had a buttonhole) as he replied: "Perhaps you could give me a lift—I'm going that way and can show you." At his sweetheart's house he dismounted, having saved himself a mile walk, and said: "Go on as straight as you can, over the little hump-back bridge and past the watermill. It's on the right."

Well now, that sounds like the way to the fairy meadow, with buttercups, mushrooms, and Barbara Mullen dancing a jig with a leprechaun. "This is impossible," I remarked to my passenger, and followed through to a circle of empty huts, in the space between which I parked. The evening was calm and serene, a low sun shafting pink on to cirrus cloud. An anemometer turned idly above a deserted control tower, and facing my car was a notice which read: "If there is a fire, deal with it if possible." Very sound. Poke it, and open up the dampers. Or, presumably, put it out.

✦ ✦ ✦

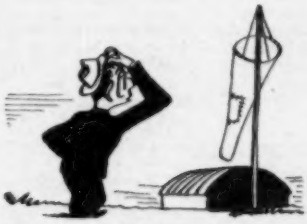
Gemini from the I.o.M.

"FRANKLY," I remarked, "I don't believe an aircraft has ever been seen in the neighbourhood." However, we put a rug over the bonnet, in case the S. Moss transport needed to be hectic, and I went through the huts to the landing ground—well, on to the grass. A man with a cocker spaniel was strolling across the skyline; a far-distant windsock barely stirred from the vertical. All was silent—and beautiful.

My passenger smoked and read the evening paper. I strolled about until attracted by a four-cylinder chatter. A tiny monoplane teetered down to the ground, taxied across to the hangars, and two helmeted figures undid straps and tumbled out. Shades of 1914-1918; I wondered if Louis Blériot had yet got across the Channel. A man rode between the huts on a lady's cycle, the handlebar basket full of gorgeous Russell lupins. This was not Heath Row: not Idlewild; not even San Juan, Puerto Rico. This was fantasy.

The night fell, but slowly, and as the light died the little blue Gemini came in, navigation lights aglow. Two youngsters ran forward from the shadows with autograph books. From that tiny glasshouse of a cabin it seemed impossible that two or three grown men could emerge. They didn't. The pilot leaned out. "I'm sorry, old man," he said. "Everything's gone crazy. We had a puncture."

I told you it was fantasy. One day I am going back to see if the place is still there. In the meantime we dashed back home to realism in the shape of "Take it From Here" at ten o'clock on the Home programme.



On to the grass.

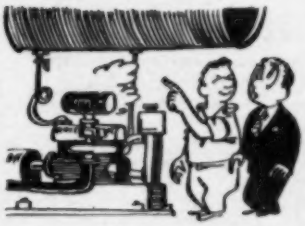
✦ ✦ ✦

Parking

AS I am followed, again and again, by "speed cops" who seem to think that my car must inevitably supply them with a case for the courts, I wonder why the dickens the gentleman on the motor cycle does not pay more attention to stationary vehicles. We trundle along at 30 m.p.h., passing cars that are parked at junctions, right under traffic signals, within five yards of pedestrian crossings, and opposite each other within the confines of narrow streets. Of all these the cop takes no notice (although he may go back to them when he has given up trailing me, of course).

I am all for liberty in parking, but there is not the slightest doubt that the unwisely parked vehicle is a source of great danger, much greater than that caused by the motorist who is doing 35 m.p.h. Charitably, I presume that the police do not wish to get a reputation for pestering parked motorists, but the desire does not seem to apply in the West End and City of London, although there, presumably, congestion is the trouble and not actual danger. Yet surely it is more important to avoid danger than congestion? The police always claim that their first duty is to safeguard life.

✦ ✦ ✦



Header tank.

Pre-road Care

SOME of the things that go towards quality in performance on the road are not made as public as they should be. I have been reading how the Daimler company combines testing with pre-road running-in in their test department, believing that, unless great care is taken during works engine testing and on delivery runs, engines may suffer damage which the subsequent road running-in, however careful, may not repair.

Up to 20 engines may be tested simultaneously in the Daimler test house and an elaborate lubricating system has been devised to ensure that each engine gets clean oil all the time. Oil flows from a 900-gallon header tank and feeds to the engines under gravity at a pressure of at least 5lb per sq in. The used oil flows away to centrifugal separators, whence the clean oil returns to the circuit. The weekly make-up of oil is about 75 gallons (total tank capacity 1,500 gallons) and the oil is a high-quality S.A.E.10 brand without detergents.

Oil flow varies from 70 to 500 gallons per hour per engine, and to facilitate cold starting it is kept at a temperature of 130 deg F.

This sort of pre-road care of engines should be widely publicized; it seems to me that the fact that it is done cuts more ice with the intelligent buyer than any of the customary stuff about "styling for stupefaction" and "glittering acceleration," and all that overworked phraseology. But how many car buyers are intelligent? I often wonder, and hope that the answer is all of them.

The Autocar ROAD TESTS

Unchanged in external appearance, the dignified, slim and modern lines of the Six-Eighty have proved acceptable for prolonged service. The car tested was finished in cream, which suits the design very well.

DATA

PRICE (basic), with saloon body, £720.
British purchase tax, £401 10s.
Total (in Great Britain), £1,121 10s.
Extras: Radio £32 12s 6d untaxed. Heater, fitted as standard.

ENGINE: Capacity: 2,214.8 c.c. (135.1 cu in).
Number of cylinders: 6.
Bore and stroke: 73.5 × 87 mm (2.89 × 3.43in).
Valve gear: o.h.c.
Compression ratio: 6.6 to 1.
B.H.P.: 72 at 4,600 r.p.m. (B.H.P. per ton laden 48.3).
Torque 101lb ft at 2,200 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 17.

WEIGHT (with 5 gals fuel), 26¼ cwt (2,928lb).
Weight distribution (per cent): 56.7 F; 43.3 R.
Laden as tested: 29¾ cwt (3,342lb).
Lb per c.c. (laden): 1.5.

BRAKES: Type: F 2-leading shoe. R, leading and trailing shoe.
Method of operation: F Hydraulic. R Hydraulic and mechanical.
Drum dimensions: F 10in dia. 1.7in wide. R 10in dia. 1.7in wide.
Lining area: F 65 sq in. R 65 sq in. (87 sq in per ton laden).

TYRES: 6.0–15in.
Pressures (lb per sq in): 24 F; 26 R.

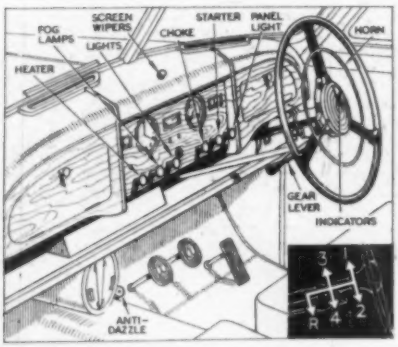
TANK CAPACITY: 12 Imperial gallons.
Oil sump, 10 pints.
Cooling system, 20 pints.

TURNING CIRCLE: 38ft 11in L. 41ft 2in R.
Steering wheel turns (lock to lock): 4¼.

DIMENSIONS: Wheelbase 9ft 2in.
Track: 4ft 6in (F); 4ft 5in (R).
Length (overall): 14ft 9in.
Height: 5ft 3½in.
Width: 5ft 6in.
Ground clearance: 7in.
Frontal area: 22.57 sq ft (approx.).

ELECTRICAL SYSTEM: 12-volt. 53 ampère-hour battery.
Head lights: Double dip, 42/36 watt.

SUSPENSION: Front, independent with torsion bars. Rear, half-elliptic springs.



No. 1469: WOLSELEY SIX-EIGHTY

THE Wolseley Six-Eighty was introduced as a completely new post-war model in October, 1948, and one of the early examples was road tested by *The Autocar* in the following summer. It conformed with the Wolseley pattern, as a car at a moderate price offering better than average performance, equipment and detail finish, and seemed likely to exhibit the durability which had previously assured for Wolseley's a faithful clientele, including many business and professional men and numerous police forces. It had modern but sober lines, and a smooth, willing, six-cylinder engine with two carburettors, which carried on a Wolseley tradition by having a single overhead camshaft to operate the valves. Since then, numerous small changes have been made as occasion arose, and after a lapse of two years it seemed a good plan to test one of the latest examples, for although the external appearance remains unchanged, the process of evolution has produced a distinctly better car.

The engine compression ratio has been slightly reduced, resulting in a smoother and more flexible performance without any pinking even on British Pool petrol, and the axle ratio now has a greater reduction, giving a top gear ratio of 4.555 to 1 against the 4.10 on the car tested earlier. There is a definite improvement in acceleration on all gears; the time from 10 to 30 m.p.h. on top, for example, is reduced by 4 seconds. Acceleration from a standstill through the gears is also much better, the time to reach 30 m.p.h. from a standstill being reduced by 1.4 seconds. The time to reach 50 m.p.h. is reduced by 3.2 seconds and to 70 m.p.h. by 8.3 seconds. There is at the same time a useful increase of approximately 3 m.p.h. in maximum speed. Some reduction is found in the maxima obtainable on the intermediate gears, but this is more than compensated for by

PERFORMANCE

WOLSELEY SIX-EIGHTY

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.555 to 1	6.586 to 1	10.248 to 1	14.642 to 1
10—30	9.8	7.0	4.8	—
20—40	10.1	7.3	—	—
30—50	11.2	8.3	—	—
40—60	12.1	10.4	—	—
50—70	16.2	—	—	—

From rest through gears to:

M.P.H.	sec.
30	5.7
50	13.9
60	20.8
70	30.3

Standing quarter mile, 22.2 sec.

SPEED ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	81.5	131
	(best)	84.0	135
3rd		55—62	72—100
2nd		32—38	51—61
1st		20—28	32—45

TRACTIVE RESISTANCE: 25lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	210	1 in 10.5
Third	300	1 in 7.5
Second	425	1 in 5.2

BRAKES:

Efficiency	Pedal Pressure (lb)
88.5 per cent	175
93.5 per cent	100
56.0 per cent	50

FUEL CONSUMPTION:
18.1 m.p.g. overall for 753 miles. (15.8 litres per 100 km.).
Approximate normal range 18—23 m.p.g. (16—12 litres per 100 km.).
Fuel: British Pool.

WEATHER: Dry surface. Wind light.
Air temperature 86 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of October 29, 1948 and October 5, 1951.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	86
True speed	10	20	30	39	48	57.5	67.5	77	84

Twin fog lamps are part of the standard equipment. The bumper is obviously carefully designed to harmonize, and the radiator grille provides a styling link with earlier Wolseley models.

Operated by a straight pull, the flush-fitting door handles blend cleanly with the design, and are also burglar resistant. The doors are particularly well fitting and quiet in operation.

greater flexibility all through the acceleration range. The increase in performance is accompanied by a slightly greater fuel consumption, but the Wolseley remains a car which yields all the performance that most people can use for a reasonable expenditure on operating costs.

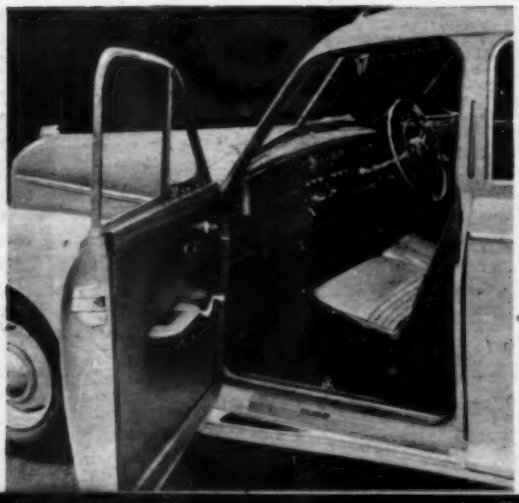
The engine is a much improved unit. The noise which was previously noted from the camshaft drive after starting from cold is no longer apparent, and there is now no tendency to run-on after hard driving on Pool petrol, so that it has been possible to eliminate the positive control for closing the throttle employed on the early cars. The car runs easily up to a maximum speed of over 80 m.p.h. with a commendable lack of mechanical and wind noise. It cruises at speeds up to 70 m.p.h. without apparent effort and, incidentally, the speedometer on the car tested was more accurate than before. The power unit builds up revs quickly and freely and will pull with great smoothness from speeds as low as 5 m.p.h. on top gear.

Hill-climbing on top is good, but for maximum results on hills or in traffic it pays to drop into third gear at speeds between 30 and 40 m.p.h. or into second if the road speed drops below 20 m.p.h. The gear change is easy and quick and has no more than the average amount of lost motion found on steering column levers working four-speed gear boxes. The clutch has a light, easy action and is strong enough to stand up to full-throttle gear changes or really fast starts. In short, this is a car which can be driven in a leisurely way and which will still cover the ground with deceptive ease, but it has a satisfactory reserve of extra performance for the driver who troubles to use it. Just how good this performance can be is indicated by the fact that it proved possible to cover more than 50 miles in an hour in daytime among the closely spaced speed limits, sporadic road repair work and crowded commercial traffic on a typical narrow and winding section of Britain's Great North Road.

The suspension, with torsion bars at the front and half-elliptic springs at the rear, gives a good, level ride even over quite rough surfaces. The wheelbase is fairly long and the front suspension now has the advantage of twin telescopic dampers at each side, which are a definite improvement. There is a moderate amount of roll when cornering, but the rear passengers are located by shaped back rests to the seats and by a central arm-rest. On the earliest cars, location of the rear axle was assisted by a Panhard rod, but it is now achieved by splaying the big telescopic dampers at an angle. This arrangement proves adequate in normal use, but when braking from high speeds or when cornering fast some axle patter and lateral movement are experienced. In general, the car seems to be at its best when travelling with four occupants.

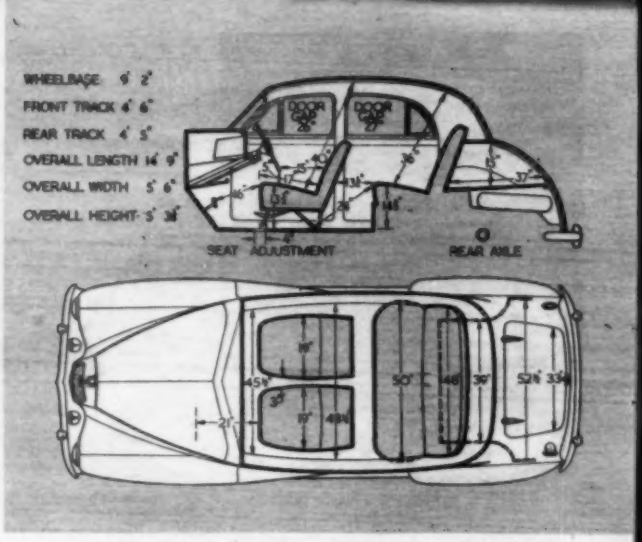
The driving position is unusually good, and drivers of widely varying stature can suit it to their own needs by means of an adjustable steering column, plus a three-position adjustment on the front seats, which enables the height to be varied as well as the fore and aft position. The long,

Leather upholstery and good woodwork lend dignity to the interior, which is fundamentally unchanged. The under-facia tray is a useful and now somewhat rare feature.



Ashtrays are fitted in the front seat backs, and there is a central arm-rest. There are opening quarter lights to assist in obtaining good ventilation.

Spare wheel and luggage are carried in separate compartments. The tool kit is unusually well stocked, while the luggage capacity, if not large, is adequate. There is an interior light and a red warning light showing to the rear in addition.



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

ROAD TEST . . . . continued

high bonnet prevents a view of the left-side front wing, but otherwise the visibility all round is quite good. The steering wheel is placed at a convenient angle and carries a horn ring, a feature which is always appreciated, while the horns themselves are loud enough to be effective.

Steering is light and accurate in main road running but, with almost five turns of the wheel required from lock to lock, it calls for a fair amount of wheel turning in city driving and more caster action seems desirable to assist in returning to the straight ahead position after negotiating a sharp corner. The lightness of the steering certainly helps parking, but the turning circle is still rather large, and calls for some manœuvring when parking in small spaces.

The brakes, which have two-leading shoes at the front, give very good results and call for only a comparatively light pressure on the pedal. Higher pressures showed no advantage as they tended to lock the wheels. No tendency to fade was observed under fairly hard use in the course of the test running.

In interior finish and equipment several changes are to be noted since the last Six-Eighty was tested, notably on the facia panel, which now has more wood and leather. The two small glove boxes have lids but cannot be locked; there is a shelf for small parcels below the facia and another shelf for larger parcels behind the rear seat. Ash trays are recessed in each front door and in the back of each front seat. Leg room and head room are good at both front and rear and the interior conveys a quiet impression of quality, with its polished wood garnish rails, real leather upholstery and neat pile carpets. Seat cushions have soft foam rubber overlays. Combined grab handles and armrests are mounted on all four doors. Other points of note are the durable and easily cleaned plastic head lining, twin interior lights and four ventilating windows, those on the front doors being reversible to act as air scoops. There are two sun vizors, the one on the passenger's side carrying a vanity mirror.

Equipment on the instrument panel includes an electric clock. There is a switch to operate the electrically controlled starting carburettor, which proved practically unnecessary in warm weather, and there is a warning light to show when it is operating. There are also warning lights for ignition, and the head lamp main beam, while instrument lighting is rheostat controlled. The head lamps are of the latest double-dip type with block-type lenses and are adequate for the performance of the car. Two fog lamps are also included in the standard equipment.

Good detail finish is to be noticed in the luggage locker, which has a rubberized carpet. There is an adequate tool kit and a useful safety feature is an automatic interior lamp for the luggage locker, which shows a red light to the rear when the lid is open.

In place of the simple recirculating heater fitted on the early cars the standard equipment now includes a full modern ventilating and heating system taking fresh air from the front of the car, with a fan and heat exchanger located under the bonnet. It gives a good output and controls enable the air to be proportioned between the demister ducts and the car interior as required. This has entailed moving the battery from the scuttle to a position alongside the engine, but general accessibility for routine maintenance remains well above the average. Fuses, voltage control unit and electric fuel pump are prominently mounted on the scuttle, while the coil and distributor are also easy to reach. However, the fact that the oil filler has been repositioned so that it is now necessary to open one side of the bonnet to look at the dipstick—which in any case is not as easy to reach as it could be—and then to open the bonnet on the other side to put the oil in, can hardly be counted among the improvements.

In general, the Wolseley Six-Eighty should appeal to those who are sufficiently conservative to appreciate an interior finished in good quality leather and polished woodwork, but who like to be able to travel fast when necessary. It is well equipped; it has good brakes, a good engine, and its suspension and steering will meet the requirements of the great majority of owners.

The two-panel bonnet gives top accessibility. The battery is now mounted, covered in, on the right-hand side, while the water pipes for the heater system, which now provides fresh warmed or cool air, can be seen at the rear of the engine compartment. Beyond them is the air duct.

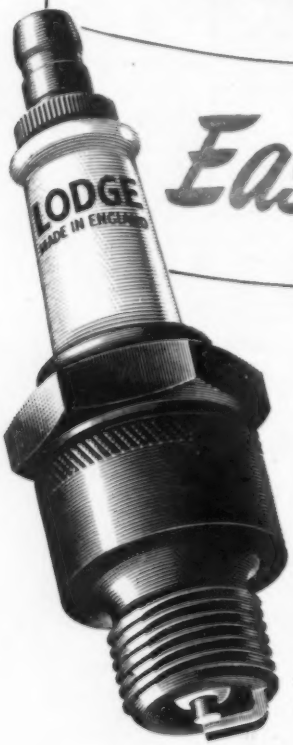
Muscles and limbs moving in perfect co-ordination, the racing crew drives its craft through the water with a sweetness which almost belies the power behind the stroke. So with your Daimler Consort; it glides with such bewitching smoothness that you are hardly aware of the great engine that powers it.

BY APPOINTMENT
Motor Car Manufacturers
To the late King George VI

THE DAIMLER COMPANY LIMITED · COVENTRY

YOU NEED LODGE
for

More M.P.G.	✓
Better acceleration	✓
Easier starting	✓



Remember — an engine is only as good as its plugs. The most important part of a plug is its insulator, and 'SINTOX' INSULATION — THE BEST IN THE WORLD — IS EXCLUSIVE TO LODGE AND STANDARD TO *ALL* TYPES.

Fit

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and feel the difference!

Agents in ALL countries

British made throughout by LODGE PLUGS, LTD., RUGBY

SERVICE VIEWPOINT

Entertainment Tacks

TO anyone who is troubled with an apparently incurable interference on his car radio, the following little story may perhaps be of value.

A very expensive limousine, fitted with an equally expensive radio, kept "coming back like a song" with the complaint that a most irritating noise was destroying the enjoyment of listening to the radio. It came back so many times that it finished up looking like a test rig for suppressors. By the merest chance, the trouble was found one day when work was in progress on one of the window-winders; about half a dozen small panel pins had been left in the cavity between the door panel and the upholstery. Once they were removed the radio was devoid of interference.

We could not credit that such a small oversight could possibly cause so much trouble, and we consulted a local expert. He assured us that, in certain circumstances, any small piece of metal left free to shake about in a metal container is capable of setting up a very audible static, and he was not at all surprised when we told him the story.

Worthy of His Hire

ONE of the thornier problems servicemen have to face is that of assessing the labour charge to be made for very small repair jobs where no material is used; in some of the large establishments where an hourly rate of up to 10s 6d may be charged for a skilled man's time, resort is made to the "minimum charge" system, under which no repair, however minor, can cost less than, say, 3s 6d, and the motorist is sometimes inclined to feel that he has been harshly treated when he is charged that amount for such a small repair as replacing an h.t. lead which has come adrift through vibration. But what is the garage to do? The cost of skilled labour has increased apace these last few years, and wages have to be paid whether or not all the staff are fully engaged on "chargeable" work; likewise, rents, rates and taxes have to be met at regular intervals. Much depends upon the astuteness of the receptionist or foreman, who should, ideally, be able to judge the prestige value of doing the job *gratis*, and assess the chances of further business resulting from stretching the rule a little in certain cases.

Far better placed is the "little man" who runs the business, carries out the repairs, and makes up the customer's bill; thanks to the fair-mindedness of the average customer, the workman-proprietor can gamble that, in eight cases out of ten, his refusal to make a charge for a small adjustment will be met with the client's insistence upon making a gratuitous payment, which in many cases is in excess of what the charge would have been under the strict "charge-on-time" system. In any case, service invariably brings its own reward.

Dry Springs

WE always feel that wherever there is a lack of unanimity about the correct course of action, the best thing is to use one's own common sense, and learn by mistakes if need be. One plaguey subject of this kind is concerned with the correct treatment of laminated springs.

We look at it this way: a leaf spring depends for its correct working, to some extent, upon the degree of internal friction between the leaves; *ergo*, its efficiency will be reduced if any lubricant is forced into it, and this assumption seems to be borne out by the fact that a famous brake lining manufacturer used to produce special interleaves which were designed to increase the internal friction.

That is all very well, but another accessory manufacturer used to supply interleaves fitted with "trapped" ball bearings which were intended to reduce to a minimum any inter-leaf friction. Which of the two is right? Our experience is that most cars *do* steer and hold the road better when they are running with dry springs, and in some cases they are quite unmanageable immediately after they have been sprayed with penetrating oil. By our own observations, therefore, we have arrived at the conclusion that it is wrong to oil laminated springs in any manner, and that, if the squeaking gets too irritating to bear, the best remedy is to bind the springs with tape or have them gaitered. There should not be the slightest indecision about such important matters as this.

Introspection

TIME was when the motor trade brought up its technicians to be not merely slaves of the Bulletin Board and automaton assemblers of precision-fit components, but all-round, fully skilled fitters and, if need be, *manufacturers* of replacement parts. It is probably sentiment on my part, but I do sometimes feel that we have lost something in these days when a mechanic will jib even at cutting a gasket, and would swoon at the prospect of having to make and fit a phosphor-bronze bearing bush.

Well, we must not kick against the pricks of progress as represented by the speedy and fool-proof service which results from our being able to draw from stores a replacement power unit in exchange for a worn-out old engine; but, let's face it, there is but little more skill required to install an engine than is necessary to build a crane with a Meccano kit, if the printed directions are followed rigidly in each case. We do not need to search very far to see the result of this state of affairs—a blind dependence upon instructions from the manufacturer; a sapping of individual enterprise and initiative; a decease of the will to create and discover; in short, an absence of those qualities which once made a motor engineer a man who had a justifiable pride in his job and who would see his job well done for his own satisfaction.

Yes, I know I am rather bitter about this, yet I think there is a moral for all of us who work with cars; the moral is to strike out, whenever the opportunity offers, away from the stereotyped routine; to take nothing for granted, to investigate and, if possible, to improve. If we can finish a job feeling that we have made something a little bit better than it was originally, then I think we shall find enough reward.

TUNESMITH.

"Little more skill required."

Harrow School and Church, Harrow-on-the-Hill, Middlesex.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

COVENANTS

What Justifies Release from Obligations?

[64260.]—I have read with considerable interest Mr. A. C. S. Irwin's letter [64215] and of the distressing position in which he has apparently been placed. Although not in the motor trade, I have heard it said by more than one person that, from time to time, the B.M.T.A. have released cars entirely from Covenant.

Whether this can be corroborated or not I do not know, but no doubt it would be worth Mr. Irwin's while to ask the B.M.T.A. whether this is in fact so, and if so what conditions justify the nullifying of the Covenant. I cannot help feeling it would be of considerable interest to all who read your journal to know the outcome. B. C. SPARROWE.

Beddington, Surrey.

TAXATION

Extending the Differentials!

[64261.]—Why do so many people assume that because a person runs a big car he must be a person of considerable means? I own a large car because of my business requirements, secondly because I have a large family and, last, to obtain a reliable car at reasonable initial cost (second-hand).

Those who require only a small car are very fortunate as their expenses will normally be well below those of the large car and I cannot see, therefore, why there should be any justification for a demand for a higher road licence tax for the large car. The petrol tax is so often forgotten.

It is strange that there is not the same outcry regarding other flat-rate taxes. I have an old nine-valve radiogram, a medium-sized dog and an under-eight-stone wife. Should there be a sliding scale on the licences for these commodities and amenities?

With many thanks to you and your staff for many hours of happy reading. GERALD L. ADAMS.

Southampton.

SPORT IN AMERICA

Thoughts of a Would-be Sportsman

[64262.]—There seems to be much pious nonsense mixed up with sports car racing in America, judging from some of the letters in your Correspondence column as a result of J. A. Cooper's remarks of April 4. I am interested in the situation because I am an American whose interest in sports cars was developed in Europe, and who, on return to my country, wishes to continue his interest there.

As a sports car driver I am a beginner. Only recently I competed in a hill-climb on Mont Ventoux. As you no doubt know, the course goes through the little village of St. Colombe. There is today a stone wall in that village which shows signs of a mighty impact—the result of my taking a corner too fast. Needless to say, there are certain unmistakable signs on the front end of my car which I would rather not go into at the moment. However this may be, I wish to continue this terrifying sport when I get back home, and—the point of this letter—I want to join an organization of fellow-drivers.

Should I join the A.A.A. or the S.C.C.A.? Having read the pros and cons of these two organizations in your columns, I am at the moment as burdened by perplexity as Hamlet.

Apparently the A.A.A. is strictly for professional drivers, and

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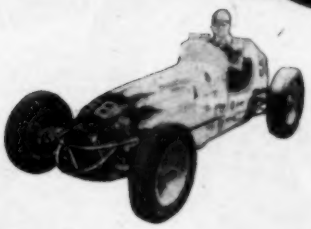

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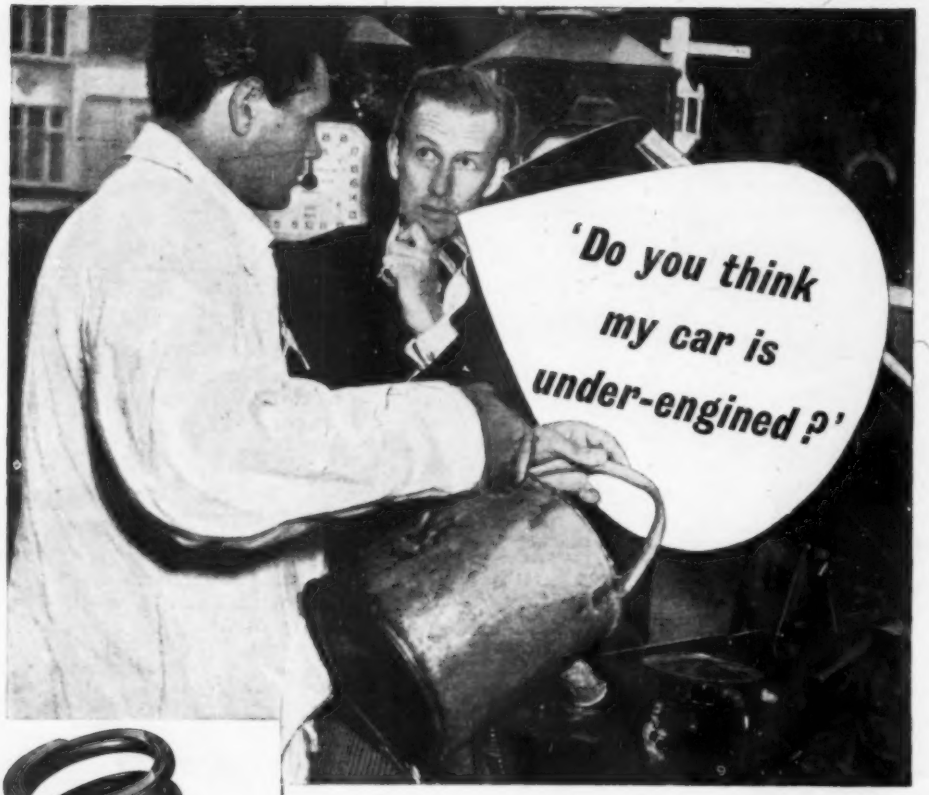

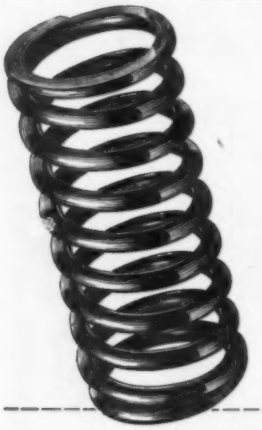

The tendency to make car bodies more and more roomy may sometimes impose additional demands on the engine. Any loss of power is then especially noticeable and to prevent this the valve springs should be checked regularly. If they are worn a new set will show a marked improvement in engine performance, particularly if you specify Terry's—*the best that are made.*

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CORRESPONDENCE . . . . . continued

as I am absolutely pure, that leaves me out. You would not get me into a "hot-rod" for love (but you would for money).

That leaves only the S.C.C.A., an organization devoted primarily, it would seem, to preserving sports car racing in America from nasty professionalism. According to the letter of "Equipe Alvis [64222], who hails from Chicago, a city noted for its courtly graces, the S.C.C.A. is endeavouring "to bring the more gentlemanly type of racing" to the U.S.A. That's just dandy. However, I did not know that one had to be a gentleman to drive a sports car in my country. I lie awake nights worrying if I can qualify in that capacity. My friends say no, but then Elsa Maxwell has just written a book on etiquette, so there is always hope for me. Is Stirling Moss a gentleman? For all I know he may be a bum—but I only wish he could spare the time to teach me how to take that corner at St. Colombe.

"Equipe Alvis" also mentions that the Sports Car Club of America has "ideals and goals." The last organization of which I was a member which had ideals and goals was the Boy Scouts of America. I regret to say that I was kicked out of this worthy organization because once on a camping trip I lit a fire with a match instead of by rubbing two sticks together, Indian fashion. I was advanced for my age, believing that the man who invented the match was smarter than the Indian. I am still of the same frame of mind, believing that a healthy sports car organization should sponsor races in which the best drivers, be they amateur or professionals, should drive the best cars, be they privately or works entered. This business of "ideals," of keeping a sport strictly amateur and so on, is rubbish. We Americans have the notion that to be amateur is to be moral. We are also the inventors of the dodge known as the "expense account." It adds up to the same thing. When a man gets good at something you pay him to perform, whether you pay him an outright salary or pay his "expenses."

I am endeared to the S.C.C.A. in another respect—again judging it by its defenders in your columns—by its implication that you English people should be grateful to the S.C.C.A. because its members are loaded with dollars and are thus able to buy English cars. You would think that the S.C.C.A. is responsible for the solvency of the British economy. If we must manœuvre gratitude into this, S.C.C.A. members should be grateful to *you* for making the kind of cars they cannot buy in America. I, for example, am grateful to you for my lovely English sports car, which I paid for in lovely American dollars (I simply couldn't resist telling you this).

So what do I do, buy a "Non Kling Chewing Gum Special" and join the A.A.A., or learn not to belch at the dinner table and join the S.C.C.A.? I am in an awful quandary.

Opie, Alpes Maritimes, France. GEORGE MOFFETT.

"DREAM ENGINE"

Further Information on the Argyll Single-sleeve Type

[64263.]—I have read with interest the two letters recently published in *The Autocar* dealing with the above subject, by Mr. G. Berg and Mr. P. D. Richardson, in the issues dated April 18 [64130] and May 9 [64182] respectively.

It appears, from what has been written on the Burt-McCollum or Argyll single-sleeve engine, that the two gentlemen have probably not had access to technical information regarding this type of engine or the developments which have taken place. If it is possible for them to borrow copies of the Proceedings of the Institution of Automobile Engineers, I would suggest a careful perusal of the undernoted papers on the subject:—

(1) *Development of the Sleeve Valve Engine*, by W. F. Brown. Vol XX—Page 156.
(2) *Some Notes of the Single Sleeve Valve*, by O. L. Enaor. Vol. XXII—Page 651.
(3) *The Development of the Mono-sleeve Valve for Aero Engines*, by A. H. R. Fedden—then Chief Engineer, Bristol Aeroplane Co., Ltd. Vol. XXXIII.

From these Papers it will be noted that this type of engine has been used on motor cars, motor cycles and aircraft. In the automobile field the engine was good enough to annex the old 12-hours record at Brooklands track, and in the aero engine line, 14-cylinder engines have been produced rated at over 1,300 horse-power with cylinders of 5½in bore.

The development of the aero engine type extended over some years, and test runs on single-cylinder engines absorbed 35,000 hours, and experimental running of complete engines 14,000 hours. This mass of technical evidence should effectively dispose of Mr Berg's apparent drawbacks to this type of engine. It should also deal with the objections raised by Mr. Richardson, who is in agreement with Mr. Berg on the ground of mechanical inefficiency.

The main advantages of the single-sleeve engine, as set out in the Papers mentioned, are: (1) Total absence of maintenance, except for plugs or magneto service. (2) Elimination of hot spots in the combustion chamber. (3) Use of higher compression ratios. (4) Smooth running and silent operation. (5) Great decrease in number of parts.

Mr. Richardson deals with a number of marine engines which have relatively little bearing on the subject under discussion, and he must surely admit that the modern car is sufficiently complicated without adding a car version of the Still engine with its boiler and steam supply. The cost of cars at the present time is high enough without adding the cost of the machining of a Doxford-type, three cranks per cylinder, crankshaft. Does Mr. Richardson seriously suggest an engine of this type for a car?

The writer has had some years of experience in building and bench-testing this type of engine with the Argyll company and he can assure the above-mentioned gentlemen that at that time the above-mentioned advantages were fully substantiated. It appears that if an equal amount of money to that spent on poppet valve development could be spent on the single-sleeve valve, then a high proportion of cars on the road today would have sleeve-valve engines. D. P. MUIRHEAD,

Larbert, Stirlingshire. M.I.Mech.E., F.R.S.A.

SPECIALIST MARKET

No Room for "Hand-made Horrors"?

[64264.]—It is a pity that the high technical level of your journal is spoilt by political views which are at best unnecessary and at their lowest level, as in the article by Michael Brown (June 6), so deplorable as to embarrass many readers. I want to read about specialist cars, but I do not want to read a lot of nonsense about efficiency being promoted by a wider margin between rich and poor. Nonsense it is, if one considers say Egypt or Spain, where the margin is great and efficiency non-existent, or the U.S.A., where the margin constantly dwindles, and efficiency ever increases.

The libe at modern art and design is equally silly; good design—not just gadgets and expensive "crafty" materials—sells cars, especially specialist cars. I hope we shall never see the hand-made horrors which Mr. Brown's smug and quite unlovable élite would demand. KENNETH REED.

North Cheam, Surrey.

[Michael Brown comments: "I am not going to be drawn into political argument; the article was concerned with economics. Comparisons between countries, at best unreliable, must be made where other things are roughly equal. Neither Spain nor Egypt has comparable natural resources with Britain's, but Mr. Reed might care to meditate on Germany and Japan in the light of contemporary exports."—ED.]

FORMS AND PROCEDURES

The Story of a Nut—and a Washer

[64265.]—I refer to your leading article on forms and spares in the issue of May 30. I have a 1947 well-known model, the steering of which began to show signs of play. After a brief examination I came to the conclusion that it was a worn rocker arm and this I placed on order last September at my local service depot. As it did not arrive I 'phoned very many other agents in addition to the main agent in London. Here I was told that there was a waiting list of 17 and prospects were bad. I also wrote to the makers with the same result. They in turn blamed the manufacturers of the steering. Recently the trouble became so bad that the car was a danger to drive; I therefore made a further examination and found that the real cause of the trouble was a worn steering nut.

One of the excuses for the non-availability of the rocker arm being shortage of steel, I thought I should be all right as the nut was brass. However, the local agent said the position was quite hopeless and refused even to put through an order. The main London agents stated that a nut could not be supplied without a complete steering column (steel is short) but that they had a waiting list of 15 and could not give any hope of delivery.

If this is the sort of spares service the makers can give I shall not again be one of their customers, no matter how good their record. I know that just now they could not care less, but they will. Just as the textile industry now does.

Having studied your advertisers' announcements I rang one of them; they had a nut. It was sent down and fitted by myself in three hours: the result is all that can be desired. For this, many thanks. If others can make and sell nuts separately from stock, why cannot the car manufacturers do the same?

Touching on a different subject: Shortly after I had the car

CORRESPONDENCE . . . . . continued

one of the rubber glands on a spring damper gave out and it would not hold its oil. The local agent could obtain only a service replacement for which the charge was to be £3 17s 6d. I was informed that a separate washer was not obtainable.

I removed the old washer, cut several thin ones of differing sorts of rubber and others of felt and pressed them all in. They are still there and the spring damper is quite full and working well; £3 17s 6d for a small rubber washer seems very good going to me! Had I not been a "dabbler" I should have paid for my ignorance very dearly. D. A. L. BRAGGINS.

Bedford.

B.R.M.

An Offer to the Pit.

[64266.]—After listening to the broadcast of the Ulster race on June 7, I shall be pleased to supply the B.R.M. team with a hammer and chisel to undo the steam valves in future.

Esher, Surrey. H. C. T. HAYWOOD.

Time to Call a Halt

[64267.]—Let's have an end of the B.R.M. farce! It is about time that the B.R.M. team either did something or packed up the whole project and concentrated on formula 2 cars for next season.

There has been nothing but trouble with the cars ever since they were designed, and even though I greatly admire Raymond Mays and his colleagues for their courage, perseverance and patience in all their adversities, I cannot help but feel that the work should not be allowed to continue any longer.

It was a brilliant idea, but it has failed, and an end ought to be made to it. P. NADEN.

Godalming, Surrey.

PISTON SPEEDS

Little Effect of Stroke Length on Wear

[64268.]—Mr. H. K. Freeman [64224] is right. Bore wear has nothing whatever to do with stroke length and is dependent, as was proved some years before the war, almost entirely on conditions during the warming-up period. In fact, long-stroke engines, such as the old Bentley, have always proved remarkably long-lived, especially when warmed up carefully and driven fast when warm. In general, the engines of cars which do a large number of long journeys, covered at high speed, last very well quite independent of their bore-stroke ratio.

Three propositions may be enunciated: (1) Bore wear in correctly designed petrol engines, i.e., correctly lubricated engines, depends almost wholly on the treatment of the engine during the warming-up period and on the number of cold starts in a given mileage. (2) Bore wear is higher in high-compression engines than in low-compression engines. (3) No reputable experimental results have ever shown that long-stroke petrol engines are more susceptible to wear than short-stroke engines.

The conclusion is that much of the modern praise of the short-stroke engine as a very durable engine is mere advertising "hooey" and the experiences of car owners over the next few years will prove how unwarranted this praise has been.

Ystradgynlais, Glamorgan. A. B. FOLGER.

STYLING

Influence of the Body Beautiful

[64269.]—It would seem that stylists are subconsciously influenced by the human form in their attempts to create "new looks."

We have all become familiar with rows of grinning dentures and drooping moustaches as a motif for radiator air ducts. Now, the latest craze of exaggerated mudguards looks like the shoulder blades of some emaciated monster sticking out beyond the rest of its misshapen carcase.

Can any stylist(!) please tell me why a car should have to look like something else; surely a car has its own identity?

Designers are now trying to make their cars look like aeroplanes; just one attempt to drive an aeroplane along a road would convince them that it is entirely unsuitable as a land vehicle, so why make a car, which is suited to its job, look like something which is completely useless for the purpose?

The car stylist is not alone in this debased reasoning and the writing desk that looks like a bookcase and that turns out to be a radio is in the same class of twisted thought.

So please let's have cars that look like cars and not like glamour girls, deformed monsters or jet-propelled aircraft.

Johannesburg. K. A. HURST.

DEADHEADS

Defence of the "Mechanic"

[64270.]—Your correspondent "One of the Useless Ones" [64210] is, I feel, rather unfair in his remarks on ladies who wear mechanics' badges.

I have done a little Coopering and my wife (then my fiancée) used to accompany me to the various meetings at which I drove. Usually I received three armlets, one marked "Competitor" and two marked "Mechanic." Obviously the only means of getting her inside the paddock was to give her a mechanic's badge, thus depriving myself of the services of one helper. The alternative to this was to let her watch the races by herself in the grandstand which, I submit, is damned silly.

She therefore wore a mechanic's badge but certainly she never laid hands on a spanner, and why should she?

The solution would seem to be for the organizers to provide passes for girl friends or wives, as the case may be, and these passes should bear some word other than "Mechanic."

Morley, Derbyshire. R. E. L.

SPEEDOMETERS

Cable Kinks and How to Obviate Them

[64271.]—As regards speedometer needle wobble [64228] I found that with my instrument it was caused by a slightly bent inner cable. Hold the inner cable (after removal) between finger and thumb at one end. It should hang quite straight; any slight kink can be bent out by hand. Replace the inner cable in the outer covering and hold the whole in a coil of two turns in one hand and slowly rotate the inner cable with the other. Observe the other end of the inner cable, which should be very responsive and free from stops and starts.

The whole assembly is then replaced in the car, choosing a route that avoids sharp bends. J. W. REDFEARN.

London, S.W.18.

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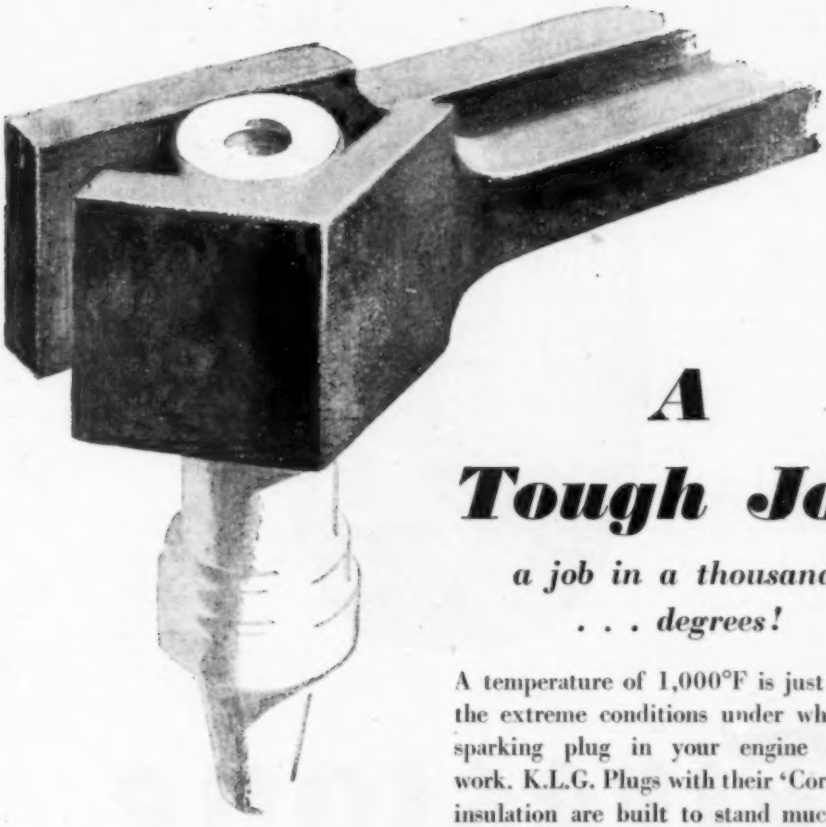

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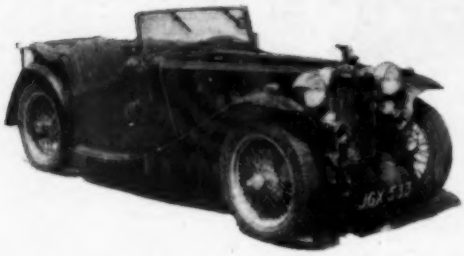


No. 35: 1947 M.G. TC Two-seater

Price, new: £412 10s plus £115 4s 8d purchase tax.	Acceleration from rest through gears to 30 m.p.h., 6.4 sec.	Fuel consumption range: 28-33 m.p.g.	Speedometer reading: 17,500.
Secondhand: £575	To 50 m.p.h., 15.9 sec. To 60 m.p.h., 24.8 sec. 20-40 m.p.h. (top gear), 14.6 sec. 30-50 m.p.h. (top gear), 13.6 sec.	Oil consumption 1,500 m.p.g. approximately.	Car first registered June, 1947.

AS has already been recorded in *The Autocar*, the outstanding total of 90 per cent of the present M.G. two-seater production is not only being exported but also sold for dollars. The popularity of the Midget has remained very high since the model was introduced, many years before the war, and it is a significant indication of the recent drop in second-hand car prices that the car tested was offered at a price less than £50 in excess of its original cost, and considerably under the present total for the current TD. Within this price was also included a number of extras. The place in the sun which the M.G. has earned by a process of honest and logical development is such that there is now scarcely any other car which can provide this type of motoring at similar initial and running costs.

The appearance of the car tested, which was supplied for the purpose by Dicks Car Sales, Ltd., 385-401, High Road, Kilburn, London, N.W.6, was quite unusually good. The black cellulose had a deep lustre and all the chromium plating was without flaw. The interior was clean, fairly new loose covers having been neatly fitted to the seat cushions and one-piece squab. A new tonneau cover was included in the weather equipment and the hood and side screens, although showing their age, were still sound.

In general the performance was excellent. Starting was always immediate and the engine quickly pulled well without use of the mixture control. The engine was flexible on all the gears but use of the gear box provided that liveliness in performance which enabled the car to dart through traffic or eat up distance on busy main roads with its traditional willingness. Only the tickover seemed a little unhappy, having a tendency either to run rather fast or, when hurriedly adjusted, to stall. Everything about the car suggested thorough servicing, the brakes being a good example. They were adjusted to a nicety and were really powerful and smooth under all conditions. The fly-off type of hand brake lever also worked well. The steering, however, was a little over-tight, being stiff for manœuvring in confined spaces, and a little jerky on the road. This tendency gradually diminished during the test. This TC model has, of course, the traditional beam axle at the front, giving a firm ride but not at all an uncomfortable one for the type of person who enjoys sports motoring.

The tyres, although worn, had a fairly useful amount of tread remaining. The comprehensive instruments worked well, only the speedometer being a little jerky. Accessories included an unusually good tool kit, a massive exterior mirror, a radiator mascot, Trafficators with combined unit of tell-tale light and control switch, and a luggage grid above the petrol tank. The car was healthy, efficient and thoroughly smart.

No. 36: 1947 Rover Sixteen Saloon

Price, new: £670 plus £186 17s 3d purchase tax.	Acceleration from rest through gears to 30 m.p.h. 7.9 sec.	Fuel consumption (see text).	Speedometer reading: 0.
Secondhand: £975.	To 50 m.p.h., 20.3 sec. 20-40 m.p.h. (top gear), 14.5 sec.	Oil consumption (see text).	Car first registered July, 1947.

DURING the test of this 1947 Rover Sixteen, different passengers on different occasions used the same words, "well built," as their instinctive reaction to the car. It is perhaps after some few years use, five years in this case, that the degree of quality in a car's construction is most evident. The Rover tradition is one of sound workmanship coupled with good design and running refinement, rather than concentration on sheer performance, and the result of the policy was well illustrated by the car supplied for test by Henlys, Ltd., 385, Euston Road, London, N.W.1

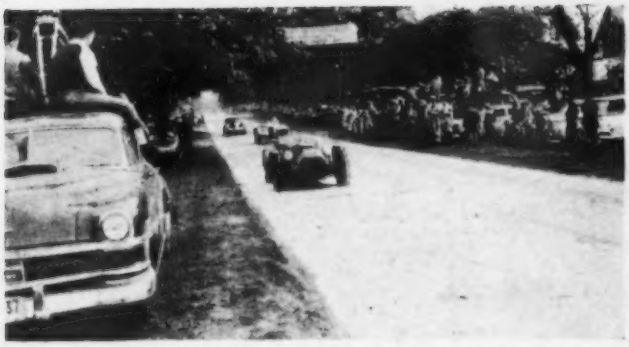
This care in manufacture was first appreciated in matters of appearance, for this car's black cellulose was immaculate—and made the more impressive by a good layer of wax. The chromium plating was sound except for a little pitting on the door handles, and the interior, with its brown carpets and light beige cloth upholstery, was very clean and comfortable.

Hot or cold the car started instantly, the car firing on the first movement of the engine even after an overnight halt. The performance was brisk if not vivid, the car frequently cruising at a speed about 10 m.p.h. faster than a driver strange to the car would estimate. At about 60 m.p.h., for example, the engine remained remote and unobtrusive—and at the other end of the scale it would pull smoothly in top gear, on ordinary Pool fuel, from speeds as low as 10 m.p.h. Indicated oil pressure was 30 lb at a tickover—almost the only indication that the engine was running!—and 42 lb at 30 m.p.h. Throughout the acceleration testing the water temperature never rose above 80 deg C. The speedometer was a little more optimistic than is usually the case on these cars, registering about 33 at a true 30 m.p.h. and 55 at 50 m.p.h.

The delightful central gear change lever made easily available the full performance of the car and, as the well-known Rover free-wheel makes it possible to change gear simply by moving

the lever without using the clutch at all, gear changing becomes particularly pleasurable. The car steered without any excess play in the mechanism and the suspension provided a comfortable ride for driver and passengers. The only untoward effect of fairly fast motoring was a slight "clunk" from the front right-hand side of the suspension on rough or fast left-hand bends. The brakes were excellent, powerful and smooth, with a really good central hand brake lever.

A petrol consumption of about 22-24 m.p.g. was expected but this and oil m.p.g. could not be checked because the mileage indicators (trip and total) happened to be the only instruments not working. The remainder, including water temperature and oil pressure gauges, worked well, and the accessories were typical of the thought put into the Rover design. They included a sunshine roof, instrument lighting adjustable for brightness, a tray of hand tools below the facia, a lever-operated driver's window, a petrol reserve switch, and a heater.



Briggs Cunningham's Ferrari, veteran of fourteen races, leads an XK120 and a DB2 Aston Martin down the main straight during the Bridgehampton Cup race.

BRILLIANT BRIDGEHAMPTON

ONE more tribute to the contagious pioneering spirit of sports car racing enthusiasts in America was paid by the record crowd seen at the Bridgehampton, Long Island, road races on May 24. Once again the weather smiled, upholding the record that a drop of rain has yet to fall on a competing driver at Bridgehampton.

Promptly at 10 a.m., although some confusion prevailed as to starting positions, a Nash-Healey led the pack of 25 machines on a pace lap for the start of the combined Mecox and Sagaponack Trophy races for cars under 1,500 c.c. The former was a 25-lap (100-mile) event for modified sports cars, the latter of 10 laps (40 miles) for stock machines. There were 14 modified cars and 11 of the drive-to-work variety, but interest immediately centred on Max Hoffman's fabulous Glocker Porsche with its tremendous acceleration, and on the newly imported 1,100 c.c. Osca of Rees Makins, driven by Frank Bott. Unfortunately, Bott followed the pace car down the escape road at the start of the race—a comical error which lost him much ground; but there was no holding Hoffman, who proceeded to lap the course at close on 80 m.p.h., driving with great dexterity. Third position was occupied by the ever-present Fritz Koster in a Montlhéry Porsche coupé, with Karl Brocken in fourth place aboard a similar machine. On the fourth lap, Brocken had the misfortune to break his rear axle while bouncing off the Sag Pond bridge along Bridge Lane. The car swerved violently, then spun out of control and shattered its front end in a bank of earth, the driver luckily escaping unhurt.

The race looked a certainty for Hoffman when he became involved in an argument with haybales at the Main Street curve and let the Osca into the lead, and although Hoffman proceeded to regain 10 sec per lap on Bott, he could not make up the deficit in time. The Osca also entered the haybales, but for a short enough period to enable it to gain the chequered flag.

In the "unmodified" contingent, the race was dominated by three Porsches driven by Gordon Lipe, John Bentley and Bill Procter, who finished in that order.

The Hayground Cup race (10 laps, 40 miles) originally was intended only for unrestricted category machines, but the tremendous influx of entries made it necessary to channel some of the overflow into this event. The result was an extraordinary variety of machines (21 in all), ranging from George Weaver's victorious blown V-eight Type RI Maserati to Coopers and Effyhs, via XK120s, M.G.s, Singer, Siata, Porsche, Allard, Cisitalia, Crosley and others. The overall impression was one of great danes and greyhounds against dalmations and poodles.

George Weaver thundered into the lead and soon, lapping at 82 m.p.h., drew clear away from the entire field. Del Lee lost second place when he spun out his J2 Allard, while Walt Hansgen—his immediate pursuer in a superbly tuned white XK120 coupé—went on to drive the race of his life, hotly chased in turn by Paul Timmins in an open XK120. On the last lap, Timmins closed the gap to almost nothing, but could not get by Hansgen and so finished third. The impeccable John Gordon Benett in the works-prepared, blown TD M.G., put up his usual polished performance to take fourth overall place, regardless of class. None of the six formula 3 machines was very impressive, though most of them finished.

The main event, another two-stage affair run off simultaneously for production and modified sports cars of over 1,500 c.c., combined the Hampton and Bridgehampton Cups of 40 and 100 miles respectively. A formidable array of very fast machines—29 in all—rumbled and snarled behind the pace car until unleashed by the green flag. In pole position, Paul O'Shea's Cad-Allard shared the front row with Jim Kimberly's 4.1 Ferrari, while the most impressive of them all—the Le Mans C4 Cunningham handled by Phil Walters—lay back in the fifth row. Walters (Cunningham) jumped into the lead and was absolute master of the situation until the 13th lap, when a collapsed exhaust pipe forced his retirement. Meanwhile, a battle royal developed between Spear's 4.1 Ferrari and Fred Wacker's Allard, the pair trading places eight times in a thrilling exhibition of all-out driving. Spear finally got the chequered flag no more than a couple of lengths ahead of Wacker. John Fitch (XK120) finished a deserving third ahead of George Harris' J2 Allard.

RESULTS

Sagaponack Trophy, stock sports cars, under 1,500 c.c. (10 laps, 40 miles): 1, Porsche (Gordon Lipe); 2, Porsche (J. Bentley); 3, Porsche (Bill Procter).

Mecox Trophy, modified sports cars, under 1,500 c.c. (25 laps, 100 miles): 1, Osca (Frank Bott), 1h 20m 35.5s, 74 m.p.h.; 2, Porsche (Max Hoffman); 3, Porsche (Fritz Koster).

Hayground Cup, unlimited capacity (10 laps, 40 miles): 1, Maserati (George Weaver), 28m, 82 m.p.h.; 2, Jaguar XK120 (W. Hansgen); 3, Jaguar XK120 (Paul Timmins).

Bridgehampton Cup, modified sports cars, over 1,500 c.c. (25 laps, 100 miles): 1, Ferrari (Bill Spear), 1h 11m 42.6s, 85.6 m.p.h.; 2, Allard (Fred Wacker); 3, Jaguar XK120 Spl. (John Fitch).

Hamptom Cup, stock sports cars, over 1,500 c.c. (10 laps, 40 miles): 1, Jaguar XK120 (Morris B. Carroll); 2, Jaguar XK120 (Josef Koster); 3, Jaguar XK120 (Wm. H. Saunders).

BUGATTI SILVERSTONE

WITH more serious business going on across the Channel, the race meeting at Silverstone on Saturday should have been a light-hearted affair with a touch of midsummer madness; certainly the Bugatti O.C. did its customary efficient best to make it so, but a gloomy day and a north-east wind were against them. It was half-dark for the last event at about 6 p.m.

The programme had a bit of everything—one-lap sprints, handicaps, scratch races and the deservedly popular relay race, lasting an hour, in which teams of three cars compete, each car running for twenty minutes. The Patron would have approved the result, for Bugattis won with the aid of 12 credit laps and some masterly cornering by Jenkinson's Type 37A; this car is one to stir the admiration for Molsheim. G. Tyrer was on form throughout the day, his Mille Miglia Frazer-Nash showing an interesting superiority over L. Potter's in the penultimate race (10 laps, up to 2,000 c.c.). Headland's Kieft was also on form, running away in the 500 c.c. final. The half-litre cars once again demonstrated how capable they are of providing spectacle, even if some of it is owed to over-spirited cornering such as that of Nuckey's J.A.P.-Cooper. Woodcote, coming just before the finish, naturally led one or two cars on to the grass where the daylight between tail and nose had been non-existent on the run down to the corner; lesson number two (subject: braking) from Molsheim was Greenhall's fast approach to this corner in the final race (10 laps, unlimited). Moore's H.W.M.-Jaguar deserved its Oscar for an easy win in the free formula event and son Terence drove it to a closer victory in the last race. The former race was also notable for a consistent run by the 1,087 c.c. Turner (J. H. Webb), which picked up six places to finish fourth—a polished effort in a well-kept machine. James' Maserati (ex-Parnell) failed to get away in this race; a pity.

Final laurels—appropriately green—to the old Bentleys of Lawrence and McDonald in the last race, which showed the XKs that life was not all clean pairs of heels. But where did you go on the way to Copse, Major Bailey?

RESULTS

F.1.d. in one lap sprint: Cooper 1,098 (N. Johnson), 1m 21.6s.

Bugatti handicap (5 laps): 1, Type BT 1,496 (R. M. Blomfield), 55s handicap, 6m 21.6s, 60.99 m.p.h.

Formule libre (10 laps): 1, H.W.M.-Jaguar 3,614 (O. Moore), 1m 17.8s, 74.62 m.p.h.

500 c.c. final (10 laps): 1, Kieft-Norton (C. D. Headland), 13m 46.4s, 69.88 m.p.h.

Sports cars up to 2,000 c.c. (10 laps): 1, Mille Miglia Frazer-Nash 1,971 (G. Tyrer), 13m 45.2s, 70.15 m.p.h. **Unlimited:** 1, H.W.M.-Jaguar 3,614 (T. Moore), 13m 33.8s, 71.15 m.p.h.

Accessories

The Unida anti-mist pad is of convenient size for handling and cubby-hole.

ANTI-MIST

OF handy size for hand and facia locker, Unida Anti-Mist pads are impregnated so that a screen which has been wiped by the pad resists misting for a long period. The pads are firmly packed and do not go out of shape with use.

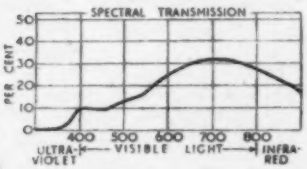
Unida Anti-Mist pads cost 2s 6d each and are manufactured by Unida Products, The Mall, Ealing, London, W.5.

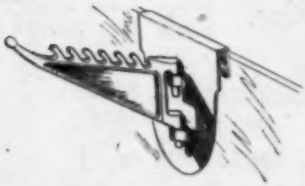
GLARE GLASSES

OPTICIANS can make glass which lets through or suppresses any part of the spectrum and the infra- and ultra-rays. New sun glasses which are being produced by J. and R. Fleming, Ltd., 146, Clerkenwell Road, London, E.C.1, suppress the ultra-violet and cut down the upper end of the spectrum. They are of a pale sherry colour, and are found to give relief from glare without distorting colours, so that traffic lights, maps and other things are not affected. Scenery and skies retain their normal aspect, although they appear in slightly richer tones. The properties are shown, more scientifically and less colloquially, in the makers' graph.

These glasses are ground and slightly curved. They have substantial and comfortable frames which rest on the nose on side pads, and are large enough to go over most existing spectacles (width inside shanks $5\frac{1}{16}$in). There are six frame colours, and the price is £1 15s.; at extra cost an optical prescription can be incorporated.

Light transmission characteristics of sun glasses by J. and R. Fleming are shown in the graph. The sun glasses rest on the nose through side pads.





When the window is closed the clip of the Viceroy clothes bracket is trapped between glass and channel.

DEFEATING CREASES

A SMALL bracket, on which can be hung, inside the car, any suit or coat which it is desired not to crease by packing, is being made by Viceroy Sales, Ltd., 29, Mortimer Market, London, W.C.1. It consists of a light-alloy plate which clips over the top of a rear window glass, and carries a light-alloy arm with serrations on it, which will take the hook of a coat hanger. The price is 5s. The arm is a rough casting, unpolished, and the device, though ingenious, does not, perhaps, have the finish expected of a visible accessory.

PUMPING ON THE MOVE

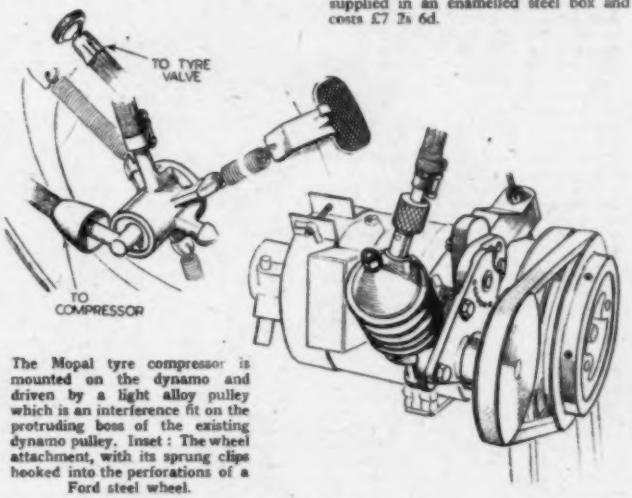
A SPECIAL kit for installing the Mopal engine-driven air compressor on Ford Eight and Ten cars has been introduced by the Overseas Engineering Co., Ltd., 194-200, Bishopsgate, London, E.C.2.

The outfit consists of a small compressor with a self-lubricating big-end bearing, which is mounted on the car's dynamo by a light-alloy bracket secured by a steel strap round the dynamo, a light alloy pulley which is fitted over the protruding boss of the existing fan pulley, and an air line. This air line leads to an airtight rotating joint (also self-lubricating); this can be attached to a wheel of the car by its spring-mounted clips, which hook on to the rim of the wheel. A short air line connects the rotating joint with the tyre valve, and by this device it is possible to inflate a tyre while on the move, at a rate sufficient to keep pace with a slow puncture. A safety valve prevents over-inflation.

The fitting of the pump-driving pulley to the dynamo pulley requires that the former be scraped out to an interference fit with a small scraper provided with each pump. The accurate alignment of driving and driven pulleys requires care, too, so that although a competent handyman can fit the pump, its fitting would in many cases be left to a garage, which would make a charge for the work involved.

On test, the little compressor was found to be effective, and inflated a flat tyre (without puncture) to 18 lb per sq in in one minute. It has an ample delivery for home paint spraying. It runs quite hot, but does not seem to mind doing so.

When not in use, the compressor is swung up on its bracket and its driving belt removed; for use, the belt is slipped on, the compressor is swung until the belt is tight and it is then locked with a thumbscrew. The complete kit, which includes a small canvas bag for tying over the compressor when it is not in use, is supplied in an enamelled steel box and costs £7 2s 6d.



The Mopal tyre compressor is mounted on the dynamo and driven by a light alloy pulley which is an interference fit on the protruding boss of the existing dynamo pulley. Inset: The wheel attachment, with its sprung clips hooked into the perforations of a Ford steel wheel.

Once again at Le Mans *The Autocar* pit provided hospitality for British drivers.

THE SPORT

by J. A. COOPER

LE MANS was an amazing race, and yet another illustration of the fact that nothing in motor racing can be counted on until the chequered flag has actually fallen. It was a race full of interest and drama; and yet, in some ways, it was a disappointment, too.

On paper there had been the prospect of a magnificent struggle between the *marques* of Mercedes, Jaguar, Ferrari, Alfa Romeo, Cunningham, Allard and Aston Martin—and in fact it never really materialized.

The Alfa Romeos were regretted non-starters, as the cars were not ready; of the rest, Jaguars never really got going before trouble overtook them. Ferraris once again proved fragile at Le Mans; the Allards were unhappy, and the Cunninghams and Aston Martins were the victims of bad luck.

This left the Mercedes of those mentioned above; the amazing 2.3-litre Gordini really stole the show, leading for hour after hour at a terrific speed. And when the Gordini broke down, it was one of the despised old 4½-litre Talbots that took up the cudgels and lead for France, followed by the two surviving Mercedes.

Levegh had the cruellest luck that could have befallen him when the Talbot broke down so near the end. But let there be no mistake about it—Mercedes deserved their victory. The cars were really well prepared and—except for the electrical fault which put one car out—very reliable. I am afraid that several of the British teams suffered from the effects of too hasty preparation; it will not do, especially at Le Mans, and this should now be realized by all concerned.

RALLYE des Alpes, "*critérium de la montagne*"—the very name sounds severe. A Coupe des Alpes, awarded to competitors who finish the road section without loss of marks, is still a prized and hardly won possession. The rally is a true classic, for when modern rallies—even the stiffest ones—are tackled by many motorists in the spirit of a joy ride, the Alpine remains as austere and aloof as the mountains through which the course leads.

For the twenty-fifth time the event will be run, from July 11 to 17. The rally has no outright winner; finishers are placed within their separate classes, and each class has a scheduled average speed to maintain over the five main sections. These are: Marseilles (starting point) to Cortina d'Ampezzo, July 11-12; a circular course from Cortina and back (13); Cortina to Menaggio (14); Menaggio to Aix-les-Bains (15); Aix-les-Bains to Cannes (16).

The course describes an uneven rectangle. Almost straight from Marseilles to Cortina, it bends into Austria and performs a giant zig-zag through the Swiss and French Alps to Cannes, the finishing control. An arrival test, similar to the forward and reverse met with on many British rallies, awaits competitors here.

On the route itself a kilometre speed test will be run on the Monza autodrome, and speed tests over the Falzarego Pass (at Cortina), the famous Stelvio, the Col du Frêne (near Aix-les-Bains) and the Col d'Izoard (outside Cannes) will be undertaken by each class.

From the ten Coupe des Alpes winners in last year's Alpine, seven cars were of British manufacture, six of these with British drivers. Only production cars are eligible (at least thirty of one model must have been completed and supplied before May, 1952). Classes are: up to 750 c.c., 751 to 1,100, 1,101 to 1,500, 1,501 to 2,000, 2,001 to 3,000, over 3,000. (Automobile Club de Marseille et Provence, 27, Cours Pierre-Puget, Marseilles, France.)

THE annual international hill-climb at Bo'ness on the picturesque Kinneil Estate is now a Scots stalwart. Under the genial guidance of the Scottish Sporting Car Club, the meeting will be run again this year on June 28. Racing, sports (blown and unblown) and Vintage cars will be catered for. It is hoped for a record-breaking day. Something like 18 records were set up at the 1950 international Bo'ness, when Ken Wharton dashed away with f.t.d. in his 1,000 c.c. Cooper in 34.97 sec. He did, in fact, perform a triple hat-trick by winning the 500, 1,100 and 2,000 c.c. classes. His cars were the Coopers 500 and 1,000 c.c. and the E.R.A.

COMING SHORTLY

JUNE 21.—Veteran C.C. Hastings Rally and speed trials, Robertson Terrace, Hastings, 1.30 p.m.
21.—West Essex C.C. Race meeting, Boreham Circuit, near Chelmsford, Essex, 1.30 p.m.
21-22.—Austrian Alpine Rally, Austria.
21-22.—N. London Enthusiasts' C.C. Radcap Rally, Clayton-Mayers and Co., Ltd., North Circular Road, London, N.W.2, 7 p.m.
21-22.—West Hants and Dorset C.C. Moonfleet Rally, Weymouth.
21-22.—Leicestershire C.C. Bat-Bo Trophy, Batchelor Bowles Garage, 60, London Road, Leicester, 10.30 p.m.
22.—Grand Prix d'Europe, Francorchamps Circuit, Spa, Belgium.
22.—London M.C. French Sporting Trial, Rue des Maquisarts, Annecy, France.
22.—D.K.W. Owners' Club. Signpost trial, Silver Cup, St. Albans Road, Harpenden, Hertfordshire, 12 noon.
22.—Half-Litre C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.
22.—Coventry and Warwickshire M.C. Summer Car Trial, Sportsman's Arms, Allesley, Coventry, 2.30 p.m.
22.—Brighton and Hove M.C. Brighton-Beer Trial, Chilgrove, near Brighton, 1 p.m.
22.—Southsea M.C. Cannon Cup Rally, Portsdown Hill, Cosham, Hampshire, 11 a.m.
27-29.—Maidstone and Mid-Kent M.C. Margate Rally and concours d'élégance, Bull Hotel, Larkfield, near Maidstone, Kent, 7.30 p.m.
27-28.—Plymouth M.C. Presidential Trophy rally, starting Bournemouth, Barnstaple, Taunton, Bristol, Plymouth, Newquay.
28.—Lagonda Club. Northern rally and driving tests, Old Bell, Barnby Moor, Bawtry, Nottinghamshire, lunchtime.
28.—Scottish S.C.C. International Bo'ness speed hill-climb, Kinneil Estate, Bo'ness, Scotland, 2.30 p.m.
28.—A.C. Owners' Club. Redhill informal rally.
29.—Southern Jowett C.C. Rally, Tewin, Hertfordshire.
29.—Grand Prix of France, Rheims.
29.—Liverpool M.C. Driving tests, Eaton Hall aerodrome, near Chester.

First

LE MANS (24 Hour Race)

Class C 3,000-5,000 c.c.

1st **NASH-HEALEY** – L. Johnson
T. Wisdom
also 3rd in General Classification
2nd **FERRARI**

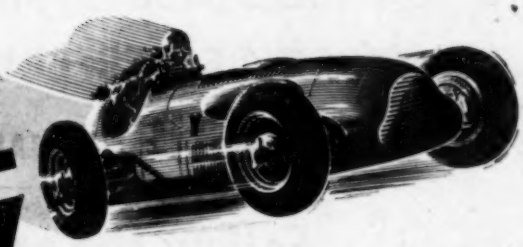
Class E 1,500-2,000 c.c.

1st **LANCIA**
2nd **LANCIA**
3rd **FRAZER-NASH**

Class F 1,100-1,500 c.c.

1st **JOWETT**
(Winners for the third year in succession)

(Subject to Official Confirmation)



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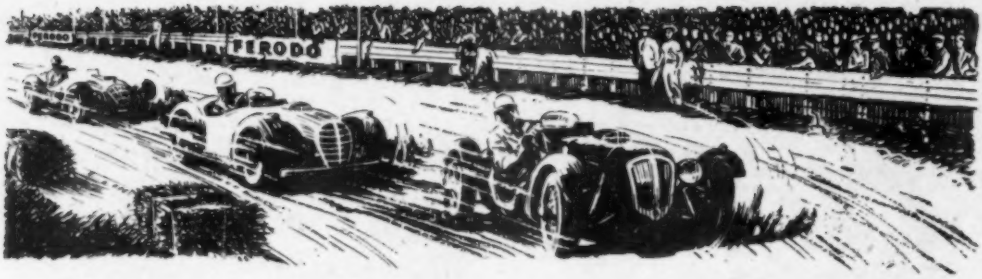

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2nd MERCEDES BENZ

(HELSERICH & NIEDERMAYER)

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THE SPORT . . . . . continued

IN the formula 2 race at Aix-les-Bains on Sunday, June 8, the 2-litre Gordinis had things very much their own way. Nevertheless, although a Gordini was always in the lead, the result was by no means a foregone conclusion; Behra won both heats (in which everyone competed, the aggregate result being taken for the final classification), but Manzon's sister car once more broke its transmission and retired. Moreover, Lance Macklin, driving brilliantly, kept the leading H.W.M. within striking distance throughout, taking second place. Trintignant put up a good fight in his Ferrari in the first heat, but was forced to retire with magneto trouble, as also was John Heath in the second H.W.M.

RESULT (race distance 120.8 miles, 2 heats each of 40 laps of 1.51-mile circuit)

1. Gordini 1.961 (J. Behra), 2h 10m 42.1s, 55.45 m.p.h.; 2. H.W.M. 1.960 (L. Macklin), 2h 11m 26.3s; 3. Maserati-Plate 1.960 (E. de Graffenried), 2h 12m 9.3s; 4. Maserati-Plate (H. Schell), 1 lap behind; 5. Gordini 1.500 (B. Bira), 2; 6. D.B. 750 (E. Bayol), 3.

COINCIDING happily with Jersey's festival of the flowers, the International Road Race on Thursday, July 10, should be a truly garlanded meeting. Two heats of ten laps each and a final of twenty laps will decide the winner. Sports cars (without superchargers) only will compete. Organized by the B.A.R.C. and the Jersey club, the event uses the well-known St. Helier circuit which measures 3.2 miles to the lap. From the results of the two heats, 30 competitors making the best times will be eligible to run in the final; a Challenge Trophy and £200 prize money go to the ultimate winner. Entries close on Monday, June 23; H. J. Morgan, B.A.R.C., 55, Park Lane, London, W.1.

AND while writing of sports car racing, it is worth noting that Europe is not the only country to indulge in this esoteric game. In Canada, also, there is a strong corps of sports car enthusiasts. At Edenvale, near Toronto, Ontario, on August 3, the Sports Car Club will run its big meeting of the year. During the morning and afternoon sports cars will be put through a variety of events. These include production car races, class events, and even a one-hour "Le Mans" handicap.

Edenvale, incidentally, is an airfield circuit—with all the space in Canada it seems one still cannot escape them. A meeting there on May 25 (organized by the British Empire M.C.) was won by Fred Warner, who, in the words of a spectator, "burned up the angular airport track" with his Cadillac-Allard.

THE second International Travemünde Rally was run from June 3-8. The organizing club—the Allgemeiner Deutscher Automobile-Club—has tried in the running of this event to bridge the gap between touring car and racing car events, and in so doing the club has attained a certain originality. The main section consisted of a 30-hour high-speed drive from Freiburg to the finish, the flower-bedecked Travemünde. A novel system of control allowed competitors to choose their route through 68 check points, each of which carried a certain number of bonus points, according to its location. The possibilities were enormous, and much was left to the individual drivers, as 30 controls were about the maximum number that could be crammed into the 30 hours.

Although the German club would like to attract a large all-European entry to the event next year, a British competitor tells me that this achievement may still be some way off.

THE places mentioned in the Evian Mont-Blanc-Megève Rally (July 24-27) are sufficient in themselves to make one want to compete in the event. But besides the course, which follows the beautiful roads in Savoy, the Jura, Dauphine and Valais, there is admirable organization. The route includes 30 mountain passes and two hill tests in its 850 miles of wandering. Standard touring and sports cars will compete. Last year a British contingent of 14, in a total entry of 82, won two of the six categories. It is hoped, this year, to gain even stronger British support. Details and regulations from R. K. N. Clarkson, The Chase, Halstead, Essex.

IT is distressing news that Fangio's injuries from the crash whilst driving the new Maserati in the Monza Grand Prix (June 8) are more serious than had at first been realized. From the hospital in Rome, where Fangio is a patient, a specialist reports that he is suffering from a fractured cervical (neck) vertebra. His general condition is said to be comfortable, although it will, of course, be many weeks before he is out of plaster. One can say only that the summer season will be sadly poorer for his absence, and that his complete recovery is eagerly awaited by all.

I AM glad to be able to say that Fagioli, who crashed badly in the sports car race at Monaco on June 1, is progressing favourably in hospital; he has had an operation on his left leg, and has now fully recovered consciousness.

NOW on Sunday next, the Grand Prix d'Europe, the title held for this year by the Belgian Grand Prix, will be run over the tremendously fast circuit at Francorchamps, near Spa. This will be a gruelling test for formula 2 over the full 300-mile Grand Prix distance, and a surprise result is by no means impossible.

There should be quite a struggle between the works teams of Ferrari, Gordini and Maserati; Britain will be represented by H.W.M.s driven by Macklin, Collins and the Belgians Roger Laurent and Paul Frère; Cooper-Bristols, driven by Brandon, Brown and Hawthorn; possibly the single-seater Frazer-Nash, and it is hoped the new and much-discussed E.R.A. with a 2-litre Bristol engine, which will be handled by Stirling Moss.

In England, we have the West Essex Car Club's national meeting at Boreham circuit, near Chelmsford, Essex (June 21). With a good entry for the formula 2 and *formule libre* events—Bob Gerard (E.R.A.), K. McAlpine (Connaught), J. Goodhew (Alfa Romeo), H. A. Mitchell (Frazer-Nash), J. James (Maserati), N. J. Mann (Alfa Romeo)—some real racing should result. Not the least interesting will be the William Lyons Jaguar Trophy race, for XK120s. First race starts at 1.30 p.m. Admission charges: enclosure ticket 5s; car park, 10s; car and passenger all-in ticket £1 5s.

Meanwhile, members of the London M.C. will be migrating to Annecy, in France, for their French Sporting Trial (June 22).

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POSTSCRIPT

In the "Autocar" of the 23rd May, we published a letter from Mr. F. Wyndham Hewitt, owner of a Mille Miglia model—it may be remembered that he finished his letter with the words "On the 30th May I am off on the 4-Day Aix-Madrid-Aix Rally."

A telegram received from Mr. F. Wyndham Hewitt reads :—

"OUTRIGHT WINNER CLASSEMENT GENERALE AND TWO LITRE CLASS RALLYE INTERNATIONAL AIX EN PROVENCE MADRID AIX EN PROVENCE ALSO FASTEST STANDING KILOMETRE AND FASTEST MONT VENTOUX HILL CLIMB STOP CAR MAGNIFICENT"

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CLUB NEWS

N. Devon M.C. The club has reason to be proud of its first full-scale rally. From three starting points—Barnstaple, Taunton and Plymouth—88 cars and their crews were sent off into the night on May 24. Finish was at Ilfracombe, 300 miles later. At Winkleigh aerodrome, where the first special test was run in darkness, the three routes converged. Later the same test was undertaken in daylight, the two forming a regularity test. Another regularity test was included in the road section.

At Minehead an electrically timed hill-climb had been arranged on a private road, and after breakfast formidable Porlock hill was tackled, with competitors stopping, and restarting from a dead engine. Through Lynmouth and the high Exmoor country to Simonsbath and Combemartin, the course led to Ilfracombe's new pier for the timed special tests. These were watched in brilliant sunshine by a large crowd, and later the prizes were awarded at the Imperial Hotel, Ilfracombe.

Best performance: Vauxhall Velox (R. Harper). **Best opposite class:** Fanifold Spl. (H. Mayne). **Lady's prize:** Sunbeam-Talbot 90 (Miss J. M. L. Slatter). **Best N. Devon M.C. member:** M.G. TC (J. Watts). **Under 1,300 c.c., closed:** Ford Anglia (A. L. Chard); **open:** M.G. TC (T. G. Cunane). **Over 1,300, closed:** Standard Vanguard (J. Spare); **open:** Singer (F. Tolman).

Liverpool M.C. Driving tests will be run at Eaton Hall aerodrome, near Chester, on Sunday, June 29, for open and closed cars. (K. J. Moore, Staveley, Park Road North, Birkenhead, Cheshire.)

Cambridge University A.C. T. G. Wood, present secretary of this club, is endeavouring to bring up to date the veteran members' register, in order that they may be kept fully informed of the club's activities. He would welcome, therefore, postcards from any previous members giving their addresses. Veteran membership is open to any person who has lived in Cambridge as a student of the University. Annual subscription is 5s. T. G. Wood, St. John's College, Cambridge.

Morgan 4-4 Club. The 150-mile course of the spring road rally (May 25) provided a variety of motoring and map reading. Driving tests were held at the finish, Kidlington Airport, Oxford. Winner: L. E. Newey.

North Midland M.C. At a meeting on May 5, it was regretfully announced that J. H. Hudson, chairman, honorary secretary and founder member of the club, had to resign his position, as he was moving to take up a business appointment in Birmingham. Before proceedings finished, a new chairman—J. W. Fleetwood—was elected, and Mr. Hudson left as the club's first honorary life member.

Lagonda Club. It is hoped that the northern members of the club will have the opportunity to meet each other in the Northern Rally and driving tests, to be run at the Old Bell, Barnby Moor, Bawtry, Yorkshire, on June 28. The tests will take place at Bawtry airfield. (D. H. Coates, Hill Farm, Swine, near Hull.)

West Hants and Dorset C.C. The Moonfleet Rally (June 21-22) consists of a rally to the Moonfleet Hotel, near Weymouth, a dinner and dance at the hotel on the Saturday evening, and driving tests on the Sunday morning. Navigation will be the keyword of the road section, which will start from St. Peter's Finger Hotel, Lytchett Minster, near Poole, Dorset, at 2.30 p.m. (J. B. Jesty, Doddings, Wareham, Dorset.)

South Essex C.C. The Norman Cup Rally on May 25 was one of those happy events which everyone seems to enjoy. The weather was benign, and the course lay through some beautiful country. Via Brentwood and Finchingfield, the first stage finished at Clare, just over the Suffolk border. Cars were timed on their arrival there, and marks deducted for each minute late or early. A timed section followed in which competitors had to make an average of 30 m.p.h. through twisting country lanes.

After the luncheon stop at Long Melford another 30 m.p.h. timed stretch was run, during which a herd of cows refused to raise their speed from 2 m.p.h. to the required figure. How the four competitors delayed behind them ever reached the finish on schedule remains a mystery. Driving tests at Orsett (Essex) were run off to the accompaniment of squealing brakes, gnashing gears—and teeth—as "garages" were entered, white lines straddled and parking manœuvres undertaken. Outright winner was R. Andrassy, driving a Ford, followed closely by C. Miller in his Morris.

IN BRIEF

The Ford Motor Co., Ltd., of Dagenham, have appointed Mr. W. R. Nieland assistant general sales manager (domestic). Mr. J. W. Sanderman will take over the post of service manager.

A folder map of Dover, including cross-Channel information, has been prepared by Southern Autos, Ltd., Maison Dieu Road, Dover, for the guidance of intending visitors to the Continent. Copies are obtainable post free from the company.

There is a new edition, dated May, 1952, of *Electrical Who's Who*, the guide to people of importance in the electrical industries published by Electrical Review Publications, Ltd., Dorset House, Stamford Street, London, S.E.1. It costs 12s 6d, postage 1s 3d.

The Dunlop Rubber Co., Ltd., St. James's House, St James's Street, London, S.W.1, has produced a new booklet for coachbuilders dealing with the manifold uses of rubber adhesives in upholstery and trimming.

Ford service exhibitions are being held by J. J. Wright and Sons, Ltd., High Street, Dereham, Norfolk, from June 9 to 14, Mann Egerton and Co., Ltd., 31, King Street, Norwich, from June 16 to 21, and Bussey and Sabberton Brothers, Ltd., 39, Palace Street, Norwich, from July 7 to 12.

The tyre sales division of the Avon India Rubber Co., Ltd., Melksham, Wiltshire, has recently opened two new departments. The new tyre sales development department is under the management of Mr. E. H. R. Schmidt, and the depot organization department is under Mr. H. Warland. Mr. A. Young remains tyre sales manager.

INFORMATION SOUGHT

No. 16350. Handbooks Required

"D.E."—1932 Vauxhall Cadet.
"A.A.C."—1931 Austin Seven.
"W.F.B."—Daimler Fifteen.
"W.G.G."—1939 14 h.p. Alvis.
"T.J."—1936 Vauxhall Fourteen-Six.
"M.F."—1936 2-litre M.G.
"J.E.R."—1931 Singer Junior.
"C.M.M."—1936 Fiat Balilla.
"D.B.R."—1933 Riley Nine Lincock.
"G.A.W."—1939 Morris Twelve-Four.
"K.V.C.R."—1938 Wolseley Fourteen.
"D.P."—1941 Chevrolet.
"P.N."—1936 Riley Twelve Falcon.
"S.R.D."—1935 Austin Sixteen.
"G.H.C.-K."—1937 TA-type M.G. Midget.
"F.W.R."—1935 Austin Seven Ruby workshop manual.
"R.H.T."—1935 Austin Ten.

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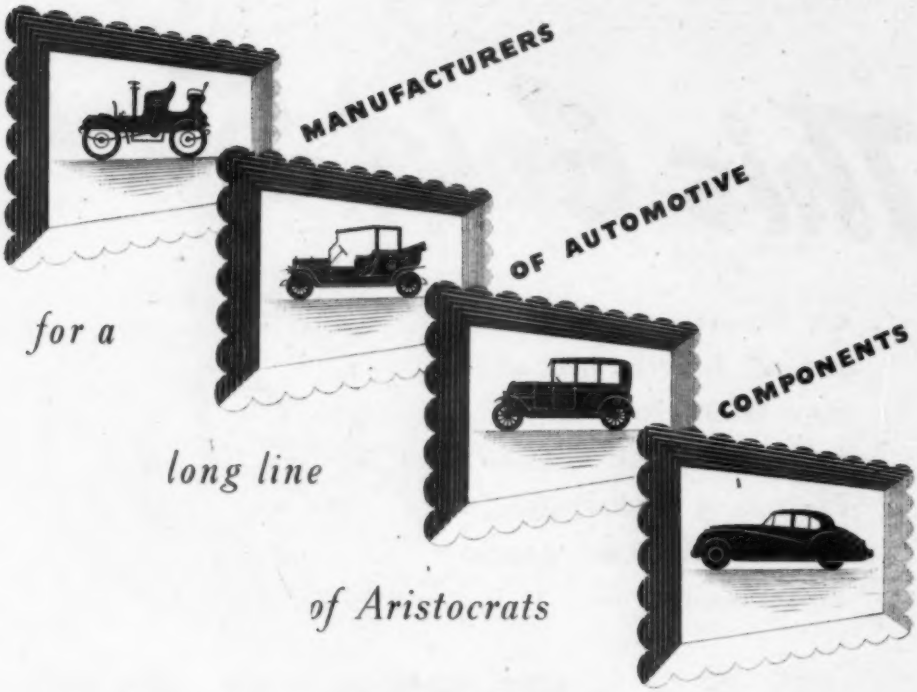

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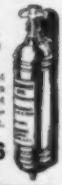

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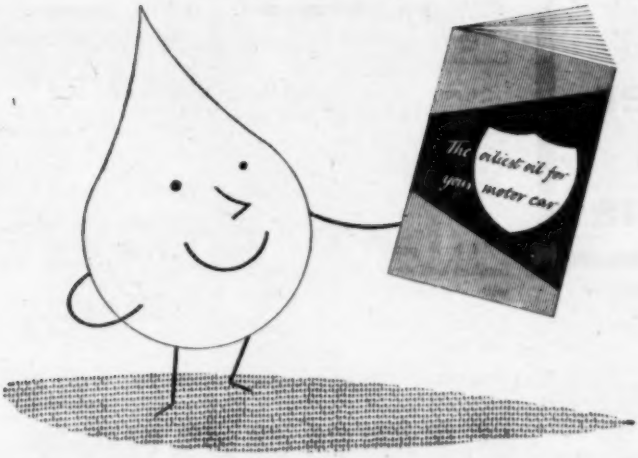

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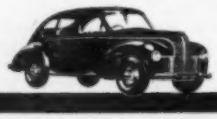

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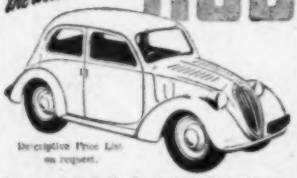

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A.C. saloon, July, 1948, grey, excellent condition; £975; sacrifice.—Siddle, Derby Rd., Duffield, nr. Derby. (Duffield 2286.) [5256

1950 A.C., in new condition, black and beige, very low mileage, fitted heater and Fram, private sale only; first reasonable offer secures.—Box 0941. [5074

A.C. 1949 (March) 2-litre sports saloon, grey, magnificent condition; offers to Secretary, Narrow Fabrics (Lilleys) Ltd., Dean St., Derby. Tel. Office 46095, Home 46921. [4446

A.C. 2-litre saloon September, 1951, light green, beige leather, genuine 10,000 miles, immaculate condition, one owner, radio, heater, loose covers, link mats, rimbellishers, over-riders, etc., £1,450 or near offer.—Apply Eastern Automobiles, London Rd., Leigh-on-Sea. Tel. 75620. [5287

ALFA-ROMEO

CHIPSTEAD MOTORS, Ltd., offer:—

ALFA-ROMEO post-war type 2.5 beautiful "Superleggera" streamlined close-coupled drop head body, white with blue leather, chromed wheels, whole car as new, registered England 1948.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Frazman 0052, 7253/7154. [C1046

BARTLETT.—Alfa Romeo finest selection always available.—27a, Pembridge Villas, W.11. [C1013

1750 Alfa-Romeo 4-seater d.h. coupe, special racing engine, outside exhaust pipe, twin SUs, 6 good tyres, absolutely reliable and in excellent order; £300; full history available from private owner.—Spurr, Caledonian Rd., Savile Town, Dewsbury. Tel. 657. [5032

Alfa-Romeo Cars Wanted

BARTLETT.—The Alfa-Romeo specialists.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124

ALLARD

POTTER & RICHARDS offer:—

1951 Allard K.2 2-seater, 10,000 miles, fitted cases; £975.

1949 Allard saloon, 18,000 miles, one titled owner; £695.

1949 Allard 4-seater tourer; £595.

1947/8 Allard drop head; £565.

1941 Allard 4-seater, special tourer, completely rebuilt at cost of £400; £395.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

ACE SERVICE STATION (LONDON), Ltd., offer:—

1950 Allard sports saloon, 11,000 miles, as new; £1,150.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1000

DAGENHAM MOTORS, Ltd., offer the following cars:—

1950—Allard saloon, blue, 13,000 miles; £1,095.

1948 Allard drop head coupe, blue, recon. engine £795.

56 Park Lane, W.1. Regent 4866; 374 Ealing Rd., Alperton, Middx. Perivale 5388; and 6 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4825. [C1066

GORDON CARS (LONDON) Ltd.—1950 Allard saloon, £986.

GORDON House, 373, Euston Rd., London, N.W.1. Clarion 6611. [C2025

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MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE.

See page 81

ALLARD

BARTLETT.—Allard 1949 drop head coupe, excellent condition; £625.—27a, Pembridge Villas, W.11. [C1013

ALLARD 1949 4-str. coupe, black with fawn hood and leather upholstery, 22,000 miles, in splendid condition; £600.—Box 0952. [5131

1948 Allard drophead, cream with maroon leather, reconditioned engine; £675.—Caffyns, Ltd., Seaford. Tel. 2271. [5216

CHILTERN CARS offer a 1946 71L 4-seater, 24,000 miles; £665; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

1948 Allard 4-seater sports tourer, red, as new; £685.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3057

SEPTEMBER, 1951, Allard saloon, metallic grey with blue leather, excellent condition; £900.—Clarke's of Purbright, Purbright, Surrey. Tel. Brookwood 2201-2. [4056

1949 model Allard drop head coupe, steering-wheel gear change, blue, blue leather, new hood; £725.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [C4057

ALLARD drop head coupe (Oct., 1948), recellulosed light blue, new hood, brown leather, many extras, immaculate condition, taxed year, owner due overseas; £650 o.n.o.—Law, Balcormo, Cliff Drive, Canford Cliffs, Bournemouth. [5142

1095 gns.—Allard, December, 1950, J.2 competition sports 2-seater, red, red leather, actual Earls Court Show Ardun dev engine, close ratio gear box, heavy duty clutch, coil spring suspension, De Dion rear axle, touring and racing windscreens, concealed hood, one owner, genuine 2,600 miles, unworn original tyres, completely unmarked and indistinguishable from brand new, current list price £1,713; terms; exchanges.—Rowland Smith, below.

595 gns.—Allard, June, 1948, sports 4-seater, metallic grey, fawn leather, concealed hood, specially tuned engine, very carefully used, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4010

Allard Cars Wanted

BARTLETT.—The Allard buyers.—27a, Pembridge Villas, W.11. [W1013

POTTER & RICHARDS, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

CAMDEN MOTORS urgently require 1946-50 Allard drop head foursome coupes; particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1085

1949/50 Allard drop head coupe wanted in good condition; send full details.—Millbank, 22, Yarmouth Rd., Thorpe, Norwich. [4645

ALVIS

DICKS.

1939 Alvis 14hp saloon, famous 12/70 model, very fast; £495.

DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1934/5 Alvis 12hp Firefly sports saloon, a really excellent example of this sturdy make, very sound mechanically, smart aluminium bodywork; 199gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Road, Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 100 yards). [C4047

B. J. HUNTER, Ltd., offer:—

1948 Alvis 14hp utility very attractive body; £850.

1948 Alvis 14hp drop head foursome coupe, maintained regardless; £975.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C3040

ALVIS 14hp Nov. 1947 shooting brake, 36,000 miles, immaculate; £625.—Box 6953 after 6. [5115

ALVIS '36 V.D.P. Speed 20, excellent condition, 5 new tyres, 2 batteries; £500.—Pu/ 6954. [4066

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

12/50 Alvis saloon, 1932, 2 new tyres; offers invited.—Box 0943. [5086

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars."

BROOKLANDS, Alvis distributors; new 3-litre for demonstration; selection of Alvis 14hp saloons and coupes, 1947-1950, from £850.

1952 Alvis 3-litre sports 2-seater, black, red.

1951 Alvis 3-litre saloon, grey, maroon.

1951 Alvis 14hp sports 2-seater, red, cream.

1950 Alvis 14hp saloon, small mileage.

1949 Alvis 14hp saloon, black, small mileage.

1948 Alvis 14hp saloon, maroon, small mileage.

1948 Alvis 14hp utility, attractive body.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 8351/6. [C1029

ALVIS 1935 Speed Twenty, with special low swept tail, 2-door saloon body by Vanden Plas, excellent condition throughout; £325.—Roberts, Mon. 4819. [5111

£399, unrepeatable value.—1938 Alvis 16hp drop head coupe, full 5-str., very modern and fast, excellent condition and bargain price.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1935 Alvis 17hp Silver Eagle drop head coupe, recent new engine, hood, tyres, whole car in excellent condition, open to any inspection; £295.—Box 0935. [5034

NAYLOR & ROOT.—50 Alvis 14 sports 2-seater, ivory, red leather, 10,000 miles, attractive; £995; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080); and 176, Deansgate, Manchester (Tel. Deansgate 4507) [0389

1936 Speed 20 Charlesworth drop head, engine resleeved 2½ thousand miles ago, dual grey with blue upholstery, 5 new wheels, new hood; £400.—Carlisle, Chipping, Preston, Lancs. [5061

12/70 Alvis drop head foursome coupe, registered Jan., 1939, a faultless runner, smart appearance, excellent tyres, taxed, a most-sought-after vehicle; £465.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Alvis Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

ALVIS Firebird or 12/70 open tourer wanted.—Particulars to Box 0900. [4973

WANTED, 1948-49 Alvis 14 saloon; no dealers.—J. Chapman, 6, Green Park, Cambridge. [W3053

S. F. ERSKINE & SONS Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

CHARLES FOLLETT, Ltd., buy good late model cars. —18, Berkeley St., W.1. May. 6226. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.1. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18 Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591

DISMANTLING Alvis 20 1935 and 17hp 1936 and 1934.—Motolympia Welshpool (Tel. Oswestry 480). [0425

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0878

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnace Lane, Manchester, 19. Rus. 2874-5. [0653

AMERICAN CARS

CAMDEN MOTORS, Ltd., offer the following post-war American cars, each with a written guarantee:—

1949 Ford V.8 Custom 6-seater saloon.

1947 Ford V.8 saloon, right-hand drive.

1947 Buick special 8 series 40 saloon.

1948 Buick Roadmaster drop head coupe.

1949 Buick super 8 saloon, one owner.

1949 Buick super 8 foursome drop head.

1949 Chevrolet Styleline de luxe saloon.

1947 Packard Clipper 4-door saloon, overdrive.

1948 Plymouth special 6 de luxe saloon.

1947 Pontiac Torpedo 6 saloon.

1948 Pontiac Streamliner 6-seater saloon.

1948 Chrysler Windsor saloon, fluid drive, etc.

1948 Mercury drop head foursome coupe, electric hood, etc.

FOR full details and prices see under Classified Advertisements or write call or 'phone

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1055

AMERICAN CARS

OVERSEAS CARS, Ltd.

1947 Ford V.8 de luxe sedan, grey, grey cloth, 23,222 miles; £775.

1947 Studebaker Champion saloon, recently resprayed, grey, fawn cloth, 19,809 miles, very attractive car, perfect condition; £1,250 or near offer.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3031

SIMPSON'S MOTORS offer:—

1950 Pontiac Catalina, Sierra rust, San Pedro ivory, ex-show model, immaculate condition, all extras.

1951 Chevrolet, right-hand drive, all extras.

1948 Buick convertible, all extras, loose covers, black.

1948 Dodge, right-hand drive, all extras, black.

1949 Pontiac, hydramatic drive, all extras.

1949 Oldsmobile, all extras, black.

1950 Ford Six, excellent condition, cream.

1949 Studebaker Champion, fitted with overdrive.

1950 Studebaker Champion, right-hand drive, all extras, grey.

1949 Buick convertible, all extras.

1939 Cadillac, radio, heater, loose covers, right-hand drive.

1949 Chevrolet, all extras (choice of three).

1951 Chevrolet, all extras, 900 miles only.

1949 Ford Customs, all extras.

1949 (first reg.) Frazer, all extras.

1946 Ford V.8, as new, all extras.

1952 Henry J. Kaiser, all extras, Whitewall tyres, approximate mileage 2,000.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer:—

A SELECTION of American cars.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1948 De Soto (American) r.h.d. 6-seater 4-door saloon, cream, brown upholstery, 26,000 miles, beautifully kept, magnificent car, one private owner; no agents; £1,500.—Box 0906. [4876

American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903. [0347

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE Ltd., offer:—

1950 Armstrong Siddeley Hurricane coupe, fawn, preselector, one owner, 3 months' guarantee; one week's free trial; £1,195.—184, Gt. Portland St., W.1. Museum 1001. [C3039

CAR MART, Ltd.

1950 (Dec.) Armstrong Siddeley 18hp Hurricane drop head coupe, 12,000 miles; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

RUSSELL MOTORS offer:—

1950 18hp Armstrong Siddeley Lancaster saloon, 11,000 miles only, any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

TOM GARNER Ltd., offer:—

1949 Armstrong Siddeley Lancaster saloon, black with green leather, radio, heater, 16,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St. Manchester, 2. Blackfriars 9265-6-7. [C2020

MONTROE MOTORS offer:—

1946 Armstrong Hurricane drop head coupe, radio, etc.; £565.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C5015

GATEHOUSE MOTORS offer:—

1938 Armstrong Siddeley 17 saloon, black, in excellent condition throughout; £365.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444 [C2021

WARWICK WRIGHT, Ltd., offer:—

1950 Armstrong Siddeley Whitley saloon, black, beige leather, radio, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1950 Armstrong Siddeley Hurricane coupe, low mileage; £1,050.

1950 Armstrong Whitley saloon, 18,000 miles, impeccable condition; £1,350.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Individuality, new and used.

1949 Armstrong Siddeley Lancaster saloon, black, overhauled and passed by makers.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1938 Armstrong Siddeley 14 de luxe saloon, taxed; £165; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

ARMSTRONG SIDDELEY

GORDON CARS (LONDON), Ltd.—1950 Armstrong Hurricane coupe; £1,195.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe; £725.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer:—

SPECIAL bargain, 1949 Armstrong Siddeley saloon, 18hp engine, dark blue, only 16,000 miles, immaculate throughout; note price, only £985.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Elgin Ave., W.9. Cun. 5936. [C2010

1949-50 Armstrong Typhoon saloon, black, fitted, radio, 9,000 miles, in new condition throughout, £945.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

£895—1949 (April) Armstrong Siddeley Typhoon, black, brown leather, normal gear box, one owner, low mileage.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Denham 2266. [C1070

1947 Armstrong Lancaster, colour grey; £725.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5223 (5 lines). [C1050

£140—Armstrong Long 15 saloon, 1934, exceptional condition, looks modern, consider terms or exchange.—7, Radcliffe Rd., Croydon 1503. [C2041

ARMSTRONG SIDDELEY Typhoon saloon, 16hp, 1948, done 19,000 miles, fitted wireless, excellent condition; £750.—Tel. Monarch 2001 or Crawley 131. [5057

ARMSTRONG SIDDELEY Atlanta 1936, excellent condition; best offer £300.—Tel. Ladbroke 3084 between 9 a.m. and 5 p.m., or Primrose 9657 after 6 p.m. [4936

1947 Armstrong Hurricane drop head foursome coupe, very clean condition; £775.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

NAYLOR & ROOT.—49 Armstrong Typhoon saloon, beige, brown hide, unblemished; £895; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

1950 (Sept.) 18hp Armstrong Siddeley Whitley saloon, 15,000 miles, wireless, tailored covers, all extras fitted; bargain, £1,250.—Woodlands Road Garage, Ltd., Darlington. Tel. 2479. [4880

595 gns.—Armstrong Siddeley, May, 1947, Lancaster 4-door saloon, black, sliding head, manual gear change, radio, one owner, unworn tyres, excellent condition; terms; exchanges.—Rowland Smith, below.

545 gns.—Armstrong Siddeley, June, 1946, Hurricane foursome drop head coupe, fawn, brown leather, manual gear change, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1950 (July) Hurricane 18hp, 12,500 miles genuine, privately owned, Langham grey, beige upholstery, dual foglamps, serviced solely by makers, perfect, best offer about £1,050.—Tel. 3281 Duffield or Box 0971. [5275

CAMDEN MOTORS.—Armstrong Siddeley 18hp Hurricane drop head foursome coupe (July, 1946), silver grey, blue leather, manual synchromesh gear change, extremely good all-round condition, fitted brand new hood and tyres; £595.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Typhoon sports saloon 1949, in maroon with de luxe leather interior, heater and H.M.V. radio, one owner since new, immaculate order; £825.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Lancaster 4-door saloon (August, 1948), a beautifully maintained car, chauffeur driven since new, and serviced by distributors every 1,500 miles; £795.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Lancaster 4-door saloon 1949, with radio and heater, seat covers, etc., 16,200 miles and in very immaculate condition; £895.

CAMDEN MOTORS.—Armstrong Siddeley 18hp Whitley saloon, late 1950, in dark blue with fawn leather, coachwork and interior literally indistinguishable from new, 11,340 miles but whole condition equivalent to that of a car which has only done 5,000 very careful miles at the most, all extras, radio, heater, passlights; £1,195.

ALSO two 1950 Hurricane 18hp drop heads and a good selection of pre-war models from 1935 at only £95.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1055

£785!!!—1948 Armstrong Siddeley Hurricane coupe with radio and heater, late owner enthusiast has recently spent £250 overhauling and modifying all major components now being recellulosed two-tone blue, a very beautiful and fast motor car.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 1444/4694. [C3025

A & S Fifty Limousines (list posted) 1939, 17hp, partition, 7-forward black, magnificent condition, bargain value.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941 [C1006

Armstrong Siddeley Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Cars Wanted

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0779

ARCOT ENGINEERING preselector gear boxes exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

DISMANTLING 1938 14hp, also 1937 1934/5 15hp. also 1931.—Motolympia, Welshpool. Tel. Oswestry 490. [0424

BIRMINGHAM joint distributors, spare parts from 1932.—Frank Moseley (A.S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd. London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6218. [0608

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro 7464. [S1042

EPSOM, Surrey, Armstrong Siddeley authorised dealers offer spares and service to all owners of Armstrong Siddeley cars, open 7 days a week; Armstrong Siddeleys also available for self drive hire.

WILSONS AUTOMOBILES & COACHWORKS Ltd., 1-3, Dorking Rd., Epsom 3901-2-3. [0535

ASTON MARTIN

ASTON MARTIN M2 sport chassis.—Glentborne, Staircase Lane, Bramhope, nr. Leeds. Arthington 89. [S143

BROOKLANDS, Aston Martin distributors, buy or sell your car.—105, New Bond St., London, W.1. Mayfair 6551-6. [C1029

ASTON MARTIN 2-litre saloon 1937, excellent condition including tyres, pale blue, just resprayed; offers around £475.—Tel. Ivor 280 or write Box 0901. [4976

1934 Aston Martin 1½-litre short chassis, engine just overhauled, in good condition throughout; offers.—C. L. James, Arlma, Durrant Rd., Parkstone, Dorset. [5044

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Starlight Rd., Old Windsor. Tel. Windsor 2002-3. [0198

AUBURN

MONTROE MOTORS offer:—

1937 Auburn 50hp, taxed; £125.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C5015

AUSTIN SEVEN

DICKS.

1939 Austin 7 saloon, choice of two; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6666-9. [C1072

1934 Austin 7 saloon, good running order; £110.

V.G. SERVICE STATION, Kingston Vale, S.W.15. Kingston 6333. [W3060

SPECIAL bargain.—'38 Austin Big 7 4-door saloon; £250.—Ross, Euston 2700. [C3059

AUSTIN Big 7 1939 saloon; £290; seen Birmingham.—Gill, "Woodside," Fen End, Kenilworth. Berkswell 3198. [S119

AUSTIN 7 2-seater, August 1938 taxed, perfect condition; £210.—Eus. 6346 or call 149 Drummond St., N.W.1. [S161

1936 Austin 7 saloon, excellent condition throughout, cost, any trial 45mpg; bargain £210.—Footscray 4596. [4978

AUSTIN 7 Ruby saloon, 1935, good order, new axle, good tyres; nearest £180.—Harbour, 27, Belgrave Rd., Tunbridge Wells. [5040

195 ens.—Austin 7, 1936, Ruby de luxe saloon, dark blue, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£129.—Austin 7 1936 (March) open Ruby 4-seater, taxed, excellent weather protection, everything in working order, paintwork fair, goes like a bomb; terms.—B. & O. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

AUSTIN 7 saloon, urgently required, prompt cash.—X.L. Service Station, Kingston Vale, S.W.15. Kingston 6333. [W4060

AUSTIN EIGHT

WELL HALL ROAD GARAGE offer:—

1947 Austin 8, one owner, 25,000 miles only, immaculate; £475.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9, Eltham 3854. [C4010

1947 Austin 8hp de luxe saloon, black, brown leather, radio, in exceptional condition, very clean, any inspection invited, 3 months' guarantee; £575 o.n.o.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1947 (Aug.) 8hp sunroof saloon, black/brown, really excellent condition; £520.—H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£299.—Austin 8 sports 4-str., first registered 1946, with excellent interior, new hood, very clean bodywork and mechanically 100%, this vehicle is tremendous value for the money.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

395 ens.—Austin 8, Jan. 1946, 5-seater shooting brake, coachbuilt natural timber body, glass all round, removable seats, rear entrance, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

Austin Eight Cars Wanted

CMT CAR MART, Ltd., London distributors wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FERRARIS OF CRICKLEWOOD buy Austin 8 post-war saloons; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open to 7 p.m. week-days. [W2008

AUSTIN TEN

C & S MOTORS offer:—

£159.—1935 Austin 10 saloon, recon. engine, steering, brakes overhauled, good condition.—Dudden Hill Lane, Neasden. Gladstone 8605-6. [C1054

BLUE STAR GARAGES, Ltd., offer:—

AUSTIN 10s for sale; 1936 cabriolet, £195; 1936 saloon, £210; in good order.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

GUY SALMON AUTOMOBILES offer:—

1947 Austin 10 saloon, excellent condition; £550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Austin 10 saloon, taxed year, nice condition; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084/5. [C2034

1935 (Nov.) Austin 10 saloon, taxed; £285.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [C4030

1939 Austin 10 saloon, black, in excellent order throughout; £435.

LYNE, FRANK & WAGSTAFF, Ltd., 5-5, Crouch End Hill, N.8. Mountview 4401. [C2056

£545.—Austin 10 saloon, 1946, black, very good car at bargain price.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480. [3542

1947 Austin 10, black, immaculate; £560.—Jack Pozner (Autos), Hendon 1423/4. [5023

1939 (Sept.) black Cambridge saloon, one new tyre, good condition; £355.—Nutfield Ridge 3259. [4964

1947 Austin 10hp de luxe saloon, black, brown leather, radio, any inspection invited; £595 o.n.o.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

£385.—1939 Austin 10hp saloon de luxe, blue.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1937 Austin 10hp saloon, excellent condition; £335.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [C2080

1935 Austin 10 sun saloon, excellent condition; £355.—Allen & Bernard, Ltd., 372, King's Rd., S.W.3. Fla. 7545. [5226

1940 model Austin 10 saloon, taxed December, 1952; £540.—Mrs. Bayon, Little Shelford, Cambridge. Tel. Shelford 3251. [5058

1938 Austin 10 Cambridge de luxe saloon, black, first-class condition, recently overhauled; £335 or near offer.—Staines 4087. [5098

1943 Austin 10 saloon, not ex-govt. vehicle but exactly similar in appearance to post-war models, excellent order; 3 months' guarantee; £455.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1947 Austin 10, one owner, black brown leather, immaculate paint, excellent mechanically; £625.—King's Motors, 1, High St., Hounslow. Tel. 5532. [C2049

1935/6 Austin 10 de luxe saloon, re-sprayed black with red leather upholstery, 5 very good tyres; a really nice car; £195; or on very easy hire purchase terms.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 5527. Open week-day 9 a.m. to 7.30 p.m. [C2043

1937 Austin 10 de luxe Cambridge saloon in outstanding condition, hide upholstery almost unmarked; £395.—Northaven Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5026

525 ens.—Austin 10, 1946, de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4015

AUSTIN TEN

FOR sale privately, 1947 Austin 10 black saloon, brown leather upholstery, mileage approximately 15,000, one owner throughout, chauffeur kept, regularly serviced, in excellent condition; can be seen West Sussex; any inspection welcomed; £695.—Box 0825. [4898

Austin Ten Cars Wanted

CMT CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—197, Euston Rd., N.W.1. Euston 1212. [0953

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0990

CAMDEN MOTORS urgently require 1936-40 Austin 10 saloons, particulars and price required to:—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

FERRARIS OF CRICKLEWOOD buy Austin 10 saloons, 1935 or post-war; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open to 7 p.m. week-days. [W2008

AUSTIN A40

CAR MART, Ltd.

LONDON distributors.

1950 Austin A40 saloon, heater, 100 miles; £1,085.

1949 Austin A40 saloon, 6 months' guarantee; £825.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1949 (reg. 1952) Austin A40 Devon 4-door saloon, black with beige upholstery, excellent mechanical order, negligible mileage; 325gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Road, Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

RUSSELL MOTORS offer:—

1949 Austin A40 Devon, radio and heater, moderate mileage; and trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., W.1. Tel. Sloane 9288. [C3060

B. J. HUNTER, Ltd., offer:—

1949 A40 saloon, special export model; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6803. [C2040

WARWICK WRIGHT offer:—

1949 Austin A40 saloon, fawn, beige leather, heater, 6,000 miles.

1950 Austin A40 saloon, grey, blue leather, radio and heater, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4046

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A40 saloon, grey with beige upholstery, heater, recorded mileage 22,500; £745.

836.—842, High Rd., N.12. Hillside 0024. [C2027

ARTHUR MULLINER Ltd. offer:—

1949 (June) Austin A40 Devon saloon, black with brown leather upholstery fitted heater, thoroughly maintained one owner in exceptional condition throughout. It will pay you to telephone or write for the latest price list of our comprehensive stock, and details of our incomparable guarantee.

ARTHUR MULLINER Ltd., Briline St., Northampton. Tel. 307 [C5019

WANSTEAD MOTORS, Ltd., offer:—

1949 A40, grey, 20,000 miles; £725.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

C.M.I. CAR SALES (Pri. 6823) offer:—

1949 Austin A40 Devon, heater, low mileage, one owner; THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

GUY SALMON AUTOMOBILES offer:—

1949 Austin A40, genuine 15,000 miles; £775.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 Austin A40 saloon, bottle green, sun roof, radio, heater, one owner; £895.

RIPCO Ltd. (Austins purchased), 18, Albemarle St., Mayfair, London, W.1. Recent: 2952. [C3052

1949 A40 Dorset saloon, 18,000 miles, one owner, £750.—21, Minterne Wave, Hayes, Middx. [4973

1949 (November) Austin A40, one owner, low mileage, original tyres, perfect; £890; h.p. terms arranged.

LEE GREEN MOTORS, 543-5, Lee High Rd., S.E.12. Tel. Lee Green 0584. [C3056

1950 Austin A40 Devon saloon, heater; £795.—Lawton-Goodman, 36, North Audley St., W.1. [C2022

1949 Austin A40, £795.—Blue Star Garage, 617, Finchley Rd., Hampstead, N.W.3. (Ham. 2234.) [5173

COMPANY owned A40, 1949, radio, heating, sunshine roof; first offer over £700 secures; no dealers.—Box 0825. [4892

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

DEVON '49, excellent condition, 18,000 m., careful use, blue and blue leather, perfect; £760 o.n.o.—Ray. 6480 (or Gip. 2969). [5253

1949 Austin A40 4-door saloon, 16,000 miles, colour green; £695.—Woking Motors (Maybury Hill) Ltd. Woking 1928. [C4057

1950 Austin A40 saloon, heater, 900 miles.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [C2028

1950 (Jan.) Austin A40 Devon sun saloon, black, leather upholstery, heater, low mileage, one private owner, taxed December; £895; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

1949 30,000 miles (10,000 since decarbed), 5 new H.D. Dunlops, immaculate, one driver; £725 o.n.o.—Brittan, Office Mayfair 9255, Home Holborn 0618. [5212

£685—Nov. 1949 Austin A40 Countryman, pastel green, 25,000 miles.—Evan Williams, Junr. (Cardiff), Ltd., 476b, Cowbridge Rd., Cardiff. Tel. Llandaff 514. [5122

1950 (Oct.) Austin A40 Pickup, green, black, absolutely as new.—Gerry Browne Motors, 55-57, South Edwards Sq., London, W.2. Western 4351. Trade only. [C1031

750 gns.—Austin A40, February 1949, Devon 4-door saloon, blue, fawn leather, small mileage, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Austin A40, July 1948, Dorset saloon, Portland grey, brown leather, radio, heater, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Austin A40 saloon, blue, sliding roof, radio and heater, exceptionally well maintained by one owner; £775.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

AMONGST the large number of cars being offered at auction by J. Trevor & Sons on Wednesday and Thursday, the 25th & 26th June, at "Olympia" will be a number of Austin A40s. [4574

Austin A40 Cars Wanted

T
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CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD London, N.W.1.
TELEPHONE: Euston 1212.
[0957

ROWLAND SMITH'S.

ROWLAND SMITH'S the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

AS new post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

AUSTIN TWELVE

DICKS.

1947 Austin 12 saloon, very fine car, genuine bargain; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

£250—1939 model saloon, terms, exchanges.—90, Brighton Rd., Banstead. Burgh Heath 1520. [5295

1930 Austin 12 saloon, rebored, overhauled, resprayed: £100.—24, Barking Rd., E.6. Tel. Gra. 3675. [4970

1939 Austin 12 saloon, black, nice condition; £385 or near.—Bray, 185, Third Ave., London, E.12. Tel. Ilf. 0659. [4960

1939 Austin 12/4 convertible saloon, bargain; £395.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723 [C1011

1938 (September) Austin 12hp saloon, black, very well maintained, brown leather, one owner.—Dobsons, Ltd., Austin Agents, Staines 801. [C1074

1938 (August) Austin 12-4 Ascot de luxe saloon, black, brown leather, excellent condition throughout; £365.—4, Bankside, Ferry Rd., Teddington. Kingston 7136. [5189

1946 (Feb.) Austin 12 sunshine saloon, black/brown, excellent condition throughout.—Gerry Browne Motors, 55-57, South Edwards Sq., London, W.2. Western 4351. Trade only. [C1031

1934 Austin heavy 12/4 saloon, outstanding condition, original black cellulose and green leather, excellent mechanical condition; £295.—Clarkes of Pirbright, Pirbright, Surrey. Brookwood 2201. [4521

545 gns.—Austin 12, 1947, 4-door saloon, black, brown leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

Austin Twelve Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

ROWLAND SMITH'S the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [illegible]

AUSTIN SIXTEEN

RUSSELL MOTORS offer:—

1947 (December) Austin 16 saloon, moderate mileage, excellent throughout.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

H. A. SAUNDERS, Ltd., offer:—

NEW Austin 16hp hire cars, now available for immediate delivery, best part exchange allowance for your present car, H.P. terms available.

836, High Rd., N.12. Hillside 0024. [C2027

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16 saloon, blue, with brown upholstery, radio, heater, recorded mileage 28,000; £795.

1948 Austin 16 saloon, black, with brown upholstery; £675.

836—842, High Rd., N.12. Hillside 0024. [C2027

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown cloth and leather interior, excellent condition throughout; £825.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1938 Austin 16, good condition; £310.—Salcott Motors, 1a, Salcott Rd., S.W.11. Bat. 1187.

1947 (August) Austin 16, original immaculate coachwork; £650 or offer.—Fin. 0067 or 3591. [4639

1946 Austin 16 de luxe saloon, black (choice of), £550.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1949 Austin 16, dark blue, brown hide, radio, heater, tailored seat covers, genuine 14,000 miles, almost as new.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [2518

1948 Austin 16, under 9,000 miles, sage green, brown hide, radio, immaculate, spare unused; nearest £1,000.—Box 0953. [5123

1948 Austin 16 saloon, new engine, excellent condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2036

AUSTIN 16hp, 1948, excellent condition, one owner.—Apply Acrow (Engineers), Ltd., South Wharf, London, W.2. Tel. Ambassador 3456. [5187

1947 Austin 16, black/brown, in excellent order throughout, one owner; 3 months' guarantee; £475.—Haskins, Ladbroke 1155. [C3027

1947 16hp saloon, maroon/brown, moderate mileage; £660.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1949 Austin 16, less than 19,000 miles, radio, demister, heater, new tyres, regularly serviced; £795.—Williams, 3, Queen Sq., Bristol 24444. [4896

1946 Austin 16, black/brown leather, fitted radio, excellent condition throughout; £625.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

£595—1946 (Oct.) Austin 16hp saloon, two owners, 27,000 miles only, black/brown.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1936 16hp Austin saloon, unusually good condition; £225.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [5230

1948 (June) Austin 16, radio, heater, taxed December, immaculate; £695.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1939 Austin 16hp saloon, one private owner; £120 spent, bills shown, taxed to Dec., insured to Oct., £400; apply.—Chauffeur, 6, Pont St. Mews, S.W.1. Ken. 4228. [4698

695 gns.—Austin 16, 1949, de luxe saloon, grey, sliding head, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

AUSTIN 16hp 1947 saloon, low mileage, one owner, green, brown leather interior; part exchanges, deferred terms, written guarantee.—Chain Garages, Ltd., Hanger Lane, Junction Western Avenue, Ealing, W.5. Per. 4404-5. [C1043

HIRE Limousine 1951, partition, 7-forward, leather, low mileage, bargain price.

ALPE & SAUNDERS (50-Limousines) Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

T
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CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0955

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0922

HIRE Limousine 1949/1951 required, please send full details and price.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A70 & A90

1950 Austin A70 saloon, blue, blue hide, radio, heater, sliding roof, genuine 11,000 miles, one owner.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9605

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON distributors.

1950 Austin A70 saloon, heater, 5,000 miles; £1,075.

1949-50 Austin A70 saloon, heater, 14,000 miles; £875.

1951 Austin A90 saloon, 5,000 miles, £1,250; B.M.T.A. consent; balance of covenant to be signed.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A70 saloon, black, brown leather, 8,000 miles.

1950 Austin A70 saloon, beige, brown leather, radio and heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ACE SERVICE STATION (LONDON), Ltd., offer:—

1950 A90 power-operated convertible, immaculate condition, small mileage, radio, heater; £875.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1000

1951 model A90 saloon, 15,000 miles, in excellent condition, silver grey, B.M.T.A. permit.

1952 (January) A90, 3,000 miles, black and ivory, condition as new, B.M.T.A. permit.—Evans Motors, Ltd., Austin House, Carmarthen. Tel. 426. [4889

1949-50 Austin A70 sun saloon, 16,000 miles radio, heater, covers, etc., a perfect car; £975.

BERTRAM Cowen Ltd., Hermitage Lane, Streatham. Pol. 2100. [5002

£865—Austin A70, December 1949, black/brown leather, heater, sun roof, one owner, excellent.

CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

AUSTIN A70 late 1949, radio, heater, foglamp, sunshine roof, low mileage; £835.—423, Green Lanes, N.4. Mou. 2054. [4956

1950 Austin A70 sal., grey; £825.—Jack Olding & Co., Ltd., 8/10, North Audley St., W.1. Mayfair 5242. [C3050

AUSTIN A90 saloon, 9,000 miles, grey, radio, heater, mats, seat covers, July, 1951, B.M.T.A. permission.—Sanderstead 2241. [8970

1949 A70 Austin saloon, part exchange trade supplied.—Allery & Bernard, Ltd., 372, Kings Rd., S.W.3. Tel. Fla. 7345. [4754

1950 A90 drop head coupe, green, beige leather, one owner; £895.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

1950 Austin A70 sunshine saloon, black, 12,000 miles; £895.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

AUSTIN A70, Nov., 1949, grey, 23,000 miles, one owner, good tyres, wireless, heater, etc.; £900.—Tel. Keystone 3986 or Loughton 3587. [5269

AUSTIN A90 saloon, 1951 (B.M.T.A. consent), black, red leather, several extras, low mileage, immaculate; £1,025.—C. G. Norman & Co. Vic. 2211. [5298

1950 (June) A70 de luxe saloon, 10,000 miles, one meticulous owner, fitted extras; £975.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1950 A90 convertible dark green, beige, all electric, excellent condition private owner; £900 offers.—Betts, Lyndon Oakham, Rutland Manton 232. [4974

1950 (Sept.) Austin A90 drop head, hydraulic hood, etc., radio, heater, rimbellishers, one fastidious owner, low mileage; £1,000.—Summers, Elstead, Knyveton Rd., Bournemouth. [5069

1952 (March) Austin A90 saloon, as new, subject to remainder of covenant and B.M.T.A. permission to sell; £1,300.—Apply F. F. Baker, Bagthorpe Hall, Nr. King's Lynn. Tel. Syderstone 248. [4881

1950 (July) Austin A90 coupe, radio, heater, loose covers, taxed year, mileage 22,000, colour green, as new and unmarked; first £840, cash or h.p.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 8. [5278

A90 Atlantic saloon, April, 1952, grey with grey leather, 2,000 miles only, radio, heater, loose covers, taxed for year; £1,450.—Ralph & Co., 22, Conduit Place, Spring St., Paddington, W.2. Tel. 9636. [5258

765 gns.—Austin A70, July 1949, saloon, black, sliding head, heater, one owner, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

A 1950 Austin A90 Atlantic drop head sports coupe, electrically controlled, cream body with black upholstery, good tyres with the 2 rear completely new mileage 14,000.—For sale by auction Tuesday, 1st July, at 12.30 p.m., at "Merton," 1, Milner Rd., Bournemouth by Fox & Sons, Auctioneers, 44-52, Old Christchurch Rd., Bournemouth. On view day prior to sale or by a previous appointment. [6748

Austin A70 and A90 Cars Wanted

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CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE Euston 1212.
[0353

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A70 and A90 Cars Wanted

WANTED, Austin A70 saloon, covenant free, no dealers.—J. Ison, 94, Ditton Fields, Cambridge. [W3053

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0381

NB—Austin owners; Cash awaits your A70 or part exchange for a sound used car; see us first.—Rawlings Bros., Ltd., 87a, Cromwell Rd., S.W.7. Prebisher 6161. [0415

AUSTIN EIGHTEEN

1934 Austin 18 7-seater saloon.—Durnsate Garage, Winchester. [C1010

BRUTONS Ltd.—Austin 16, 1937, 7-seater, excellent condition. £395.—13-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [C1026

1937 Austin 18 7-seater, black with blue leather, recently reconditioned, open to offers; 1949 Alvis drop head coupe 1½-litre, black with brown leather, £850.—Apply, Dunns Motors, Ltd., East St., Taunton. [4939

A & S Seven passenger saloons also limousines, selected carriages, with mechanical guarantee certificate.

LIMOUSINES, 16hp., 1937/1938/1939, partitioned, forward occasionals, leather, bargain prices. Seen:—

ALPE & SAUNDERS (50-Limousines) Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 car.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

AUSTIN TWENTY

245 ens.—Austin 20, 1936, Mayfair 7-seater limousine, black, upholstered leather throughout, sliding partition, face forward occasionals, roof luggage carrier, discs, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

AUSTIN TWENTY-EIGHT

A & S Fifty Limousines, Ranelagh 1939, partition, forward occasionals, leather, certified mechanically, magnificent condition, bargain.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON distributors.

1951 Austin A125 Sheerline 7-seater limousine, radio, heater, 7,000 miles; £1,795; B.M.T.A. consent; balance of covenant to be signed.

1950 Austin A125 Sheerline saloon, radio, heater, 15,000 miles; £1,395.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd.

1951 (October) Austin Sheerline saloon, black with beige, mileage 5,624; £1,790.

1949 (November) Austin Sheerline saloon, black with beige; £1,295.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

H. A. SAUNDERS, Ltd., offer:—

NEW Austin A125 Sheerline saloons and limousines, now available for immediate delivery, best part exchange allowance for your present car, H.P. terms available

836 High Rd., N.12. Hillside 0024. [C2027

H. A. SAUNDERS, Ltd., offer:—

NEW Austin A135 Princess saloons, now available for immediate delivery, best part exchange allowance for your present car, H.P. terms available.

836 High Rd., N.12. Hillside 0024. [C2027

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Austin Sheerline, mileage 15,000.—Tel. Radlett 5681-6. [C4005

GUY SALMON AUTOMOBILES offer:—

1949 Austin Sheerline, condition as new in every respect; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS.—Individuality, new and used.

1951 Austin Sheerline limousine, mileage 2,500.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1949 Austin Sheerline, radio, heater, 16,000 miles, excellent condition, one owner; £1,095.

RIPCO Ltd. (Austins purchased) 16, Albemarle St., Mayfair, London, W.1. Recent 2952. [C3052

AUSTIN Princess saloon, new and unregistered, black; list price.—J. Gibbs Ltd., Bedfont, Feltham 4274. [4828

AUSTIN Sheerline limousine 7-seater, black, very low mileage, practically as new; reasonable offer accepted; hire purchase or part exchange.

DAVID ROBINSON Ltd., 47, St. Peter's St., Bedford. Tel. 61375. [5285

AUSTIN Princess saloon, 1949, black, radio, heater, 20,000 miles, beautifully maintained.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [5297

AUSTIN A125 & A135

8000 miles.—1950 Austin Sheerline saloon, black, fawn leather, radio, heater, magnificent car.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1952 Austin Princess saloon, maroon colour, perfect in every detail, 3,000 miles; B.M.T.A. permission to sell; apply owner.—J. L. Sweetman, 35, Fife Rd., S.W.14. [4865

AUSTIN Princess saloon (October, 1950), black/beige, fitted loose covers, radio, heater, etc., taxed December, 1952, 12,000 miles only.—The White Tree Garage, Ltd., North View, Bristol, 6. Tel. 39746. [5042

ARCHIE SIMONS & Co., Ltd.—1949 Austin Sheerline saloon, colour black, beige leather upholstery, loose covers, radio and heater, nominal mileage, one owner only, immaculate in every way; £1,295.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

Austin A125 and A135 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0352

AUSTIN MISCELLANEOUS

CHARLES POLLETT, Ltd., sole distributors for Lea-Francis for London and Home Counties, offer:—

AUSTIN A40 (March, 1949), one owner, 9,000 miles only, exceptional value, must be sold; £875.

AUSTIN Sheerline 1951 saloon, metallic blue, grey leather, only 16,000 miles, for disposal because of illness only, B.M.T.A. permission to sell, £340 below list; bargain; £1,925.

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Elgin Ave., W.9. Cun. 5956. [C2010

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

WANTED, 1946-47 Austin saloon.—St. Clair, Chestnut Close, Amersham, Bucks. [W1005

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058

HATTONS, of Lord St., Southport, will buy Austins, 1938 to 1950, 8 to 16hp., in condition above average.

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts, pre-war and post-war spares in stock; open Saturday until 6 p.m., night service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0125. [0414

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0223

C. G. NORMAN & Co.

AUTHORIZED Austin retailers, service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271

THE CAR MART, Ltd.

LONDON distributors spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 18, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0510

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305

AUSTIN 7 spares, lowest prices, largest stock, stamp for price list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0446

AUSTIN 7 spares, any year, any part, largest stockists in U.K., exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852/2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

WEST LONDON.—Rogers Garage; repairs and service, stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [83054

AUSTIN spares for cars, van and commercial vehicles.—J. Gibbs, Ltd., Distributors of Austin Spare Parts, Longbridge House, Great West Road, Bedfont, Feltham, Middlesex. Tel. Feltham 2074. [0399

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0181

BENTLEY (3½- & 4½-litre)

JB

JACK BARCLAY, Ltd.,

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to

12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0067

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Bentley distributors.

1949 Bentley Mark VI standard steel saloon, tudor grey with grey leather.

1948 Bentley Mark VI Mulliner-bodied saloon, blue with blue leather upholstery.

1948 Bentley Mark VI standard steel saloon, black with brown leather, long steering column.

1947 Bentley Mark VI standard steel saloon, black with blue leather upholstery.

'PHONE, call or write for further particulars; demonstrations arranged without obligation.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0906

R. F. FUGGLE, Ltd.

1950 (Nov.) Bentley Mk. VI standard steel saloon, one owner, 2,300 miles, grey and black, maroon upholstery.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1085. [C2017

PARK WARD & Co., Ltd.,

OFFICIAL Bentley retailers.

OFFER slightly used Bentley Mark VI cars; details on application.

PARK WARD & Co., Ltd., 475, High Rd., Willesden, London, N.W.10. Tel. Willesden 6015. [0685

RUSSELL MOTORS offer:—

1937 4¼ KT series, fitted with a very beautiful Continental foursome coupe, many extras, £1,425, any trial or examination.

1935 3½-litre Bentley saloon by Park Ward, full Rolls history.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

JACK OLDING of Mayfair.

OFFICIAL Bentley and Rolls-Royce retailers.

OFFER from their selection of first-class used Bentley and Rolls-Royce cars a 1951 (July) Bentley Mk. VI standard sal., only 11,000 miles, black (reg. period of cov. to be signed); full particulars on application.

AUDLEY House,

NORTH Audley St., W.1.

MAYFAIR 5242-3-4 [C3050

CYRIL SHEPPARD offers:—

1949 Bentley Mark VI Standard steel saloon, as new throughout; £3,750.—Cyril Sheppard, 102, Kings Rd., Reading 2712. [5246

MASCOT MOTORS, Ltd., offer:—

1936 3½-litre Gurney Nutting sports saloon

1934 3½-litre Thrupp & Maberly sports saloon.

MASCOT MOTORS, Ltd., 257, Kensal Rd., Ladbroke Grove, W.10. [C5007

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1950 (May) Mark VI Bentley standard all-steel saloon colour black, with beige leather upholstery, speedometer reading 30,000 miles, in very good condition throughout.

1947 (July) Mark VI Bentley 2-door foursome drop head coupe by Windover, with completely enclosing hood attachment, colour two-toned grey, fitted with radio, heater, Trico windscreen washer and special luggage carrier, speedometer reading 56,363 miles, in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6043 (5 lines). [C5047

ARTHUR MULLINER, Ltd., offer:—

1948 (Aug.) Bentley Mark VI sports saloon, finished grey, with grey leather upholstery, carefully maintained, small mileage, fitted radio, in perfect condition throughout; it will pay you to telephone or write for the latest price list of our comprehensive stock, and details of our incomparable guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3010

MANN EGERTON & Co., Ltd., offer:—

1950 (Nov.) Bentley Mk. VI steel saloon, black with beige leather upholstery, radio, air-conditioning and sun roof, 4,000 miles.

1949 Bentley Mk. VI drop head coupe by Park Ward, grey with grey leather upholstery, 11,000 miles, radio and air-conditioning fitted.

14 Berkeley St., London, W.1. Regent 2073. [C2009

GUY SALMON AUTOMOBILES offer:—

1935 Bentley 3½-litre sports saloon by Thrupp & Maberly; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1948 Mark VI Bentley standard Steel saloon, grey and black with maroon leather, 25,000 miles, renovated throughout; reasonable offer accepted.—Fox, 3-5, Burlington Gardens, W.1. Tel. Regent 7687. [4467

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4¼-litre)

H. R. OWEN, Ltd.—Send for full details of first-class used Bentley cars available.—17, Berkeley St., London, W.1. Tel. Mayfair 9060. Proud Member of the Swain Group. [C5032

BROOKLANDS, individuality, new and used.

1949 (Dec.) Bentley Mark VI Park Ward drop head coupe, one owner, overhauled and passed by makers; buy or sell your car.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

1948 (March) Bentley Mark VI saloon.—Ernest Sutton, Tel. Rostate 4. [C4025

CHARLES FOLLETT, Ltd., accredited Rolls-Royce & Bentley retailers & repairers, offer:—

1937 Bentley 4¼-litre 4-door saloon, black with grey hide upholstery; £1,650.

1950 (May) Bentley all-steel saloon, finished attractive grey, really immaculate, one owner, £4,250.

1950 Bentley all-steel saloon, dark blue, one owner, £5,975.

OFFICIAL retailers & repairers—18, Berkeley St., W.1. May. 6266.

SERVICE WORKS & STORES—Barnsdale Yard, off Elgin Ave., W.9. Cun. 5956. [C2010

FOURSOME Drophead Mayfair Coupe, 1936, 3½-litre, leather upholstery, exceptional order. £1195.

SPORTS Tourer, 1954, Vanden-Plas 3½-litre, 60,000, excellent history, exceptionally attractive, bargain value.—A. & S., 2, Providence Court, North Audley Street, Mayfair-2941. [C1006

1936 3½-litre Bentley Park Ward sports saloon. Bentley maintained, exceptional mechanically.

1940 (June) 4¼, overdrive razor-edge saloon, one owner, since new, Crewe history available.—R. C. MORTLAKE, 253 Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4604. [C3017

1936 series Bentley 3½-litre Vanden Plas pillarless saloon, black, with fawn hide, H.M.V. radio.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2365. [C4005

1949 Bentley Mark VI all-steel 4-door sports saloon, low mileage, for immediate delivery. For fullest particulars apply:—

GROSE, Ltd., Northampton. Tel. Northampton 2540. [6490

BENTLEY 1949 (July), standard steel saloon, grey over panels with black top, blue leather, one owner, 30,000 miles, immaculate condition.

CHARLES ATTWOOD & SON Ltd. (Rolls-Royce and Bentley Retailers), Wolverhampton. Tel. 20654.

1947 Bentley saloon Mark VI, faultless mechanical history; £2,895.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4745

1950 (June) Bentley Mk. VI standard saloon, dual grey, immaculate condition, Rolls serviced, one owner; £4,500.—Box 0905. [5011

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock.

1950 (June) Bentley Mk. VI standard saloon, Tudor grey, one owner, 34,000 miles; £3,500 or near offer; no dealers.—Box 0944. [5088

1948 Bentley saloon, Mark VI, 24,000 miles, immaculate condition; £3,150.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4741

A SELECTION of the Bentley cars specially pre-played at Kinnerton Yard, Kinnerton St., S.W.1, by Paddon Bros., Ltd., and Clarke & Simpson; prices from £895.

1948 Mk. VI Mulliner owner-driver sal., grey/black.

1948 Mk. VI, black/blue.

1947 Mk. VI standard saloon, black.

1938 4¼ Thrupp & Maberly sal., black.

1938 4¼ Park Ward sal., black/maroon.

1938 4¼ Owen coupe de ville, blue.

1936 4¼ Gurney Nutting saloon, green.

1935 3½ Gurney Nutting sal., dual grey.

1934 3½ Thrupp & Maberly saloon.

1934 3½ Park Ward saloon, black.

1934 3½ Park Ward saloon grey.

1934 3½ H. J. Mulliner saloon, black.

1934 3½ Park Ward d.h. coupe.

PADDON BROS., Ltd., 60, Cheval Place, S.W.7. Ken. 9477.

CLARKE & SIMPSON, 75/79, Cadogan Lane, S.W.1. Sloane 4727.

1948 Bentley Mk. VI standard steel saloon, 32,000 miles, black, as new; £3,650.—Silverthorne Motors, Ltd., 1013 Finchley Rd., N.W.11. Meadway 2288.

BENTLEY 1949 dual grey sports saloon, blue upholstery, 38,000 miles, chauffeur maintained; £3,900 or nearest offer.—J. W. Brook, Chellowdene, Bushey, Glasgow. [5190

1949 Mark VI Bentley standard steel saloon, personal property of a motor manufacturer, only 30,000 miles, excellent condition; owner will accept reasonable offer for immediate sale.—Fox, 3-5, Burlington Gardens, W.1. Tel. Regent 7687. [4466

BENTLEY (3½- & 4¼-litre)

1936 Bentley 3½-litre Barker sports saloon, excellent; £1,125.—Clayton's Cars (London), Ltd., 357 Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1947 (June) Bentley Mk VI standard steel saloon, midnight blue, blue leather upholstery, 52,000 miles; well maintained, fitted wheel spats; £2,900 or near offer.—Box 0616. [4484

1938 Bentley 4¼-litre drop head coupe, by Vanden Plas, 79,000 miles, two owners; unusually good history; £1,695.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4742

1950 Bentley saloon, an exceptional car, perfect throughout, finished in blue and grey, with grey leather; small mileage; offers around list, or would exchange for smaller car.—Bourne End 168. [4969

A UNIQUE selection from 15 exceptionally fine Bentley and Rolls-Royce cars by H. J. Mulliner, Vanden Plas, Barker, Thrupp & Maberly, Gurney Nutting, Park Ward, William Arnold, etc., 1934-1950 from £875; inspection here or elsewhere.

SWANMORE CAR SALES (Rolls-Royce & Bentley Specialists), 1176-1180, Christchurch Rd., Bournemouth. Tel. Southbourne 1022. [C4024

1951 (April) Bentley Mark VI standard steel saloon, 16,000 miles; attractively finished black and fawn, tan leather upholstery, fitted new India tyres, one owner; R.M.T.A. permission to sell.—Castle's, Church Gate, Leicester. Tel. 65251. [4503

CLARK'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four-hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0558

BENTLEY Mark VI, choice of 2, 1950 and 1948, both in immaculate condition, 35,000 and 32,000 miles respectively, any reasonable offers accepted, trade enquiries invited.—J. G. Norman & Co., 50, Vauxhall Bridge Rd., S.W.1. Vic 2211. [5296

1934 Bentley 3½-litre, body by Park Ward, in really remarkable condition having been recellulosed and undergone a maker's overhaul costing over £200 (bills shown), new tyres all round; a bargain at £875.—Central Garage (Croydon), Ltd. Cro. 7464. [C1042

1948 Mark VI Bentley standard steel saloon, black with brown leather, exceptionally low mileage of under 15,000 miles, carefully driven and chauffeur maintained; owner will accept low offer for quick sale.—Fox, 3-5, Burlington Gardens, W.1. Tel. Regent 7687. [4466

1948 (July) Bentley Mark VI 4¼-litre Standard steel saloon, colour black, radio, one owner; engine and chassis completely overhauled by Bentley, and brought up to standard with current modifications, showroom condition throughout.—Toby Motors, Regent Rd., Great Yarmouth 3275-4. [5291

1949 (May) Bentley, completely immaculate, owned by managing director of engineering company about to take delivery of new Bentley; all latest modifications, maintained exclusively by Bentleys, black, brown leather; offers, please (subject to any trial or inspection).—Box 0648. [4995

PASS & JOYCE, Ltd., offer late 1949 (October) Mark VI Bentley saloon, one careful owner, finished special velvet green, unused since complete recent check-over by Bentley Motors; an outstanding example of a magnificent car; guaranteed £3,995.—184-186, Great Portland St., London, W.1. Tel. Museum 1001. [4991

BENTLEY (other than 3½- & 4¼-litre)

BENTLEY 8-litre, one of the last 3 made, condition perfect; £450.—Apply Box 0898. [4961

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041

1937 Bentley 4¼-litre sports saloon by Thrupp & Maberly, razor edge, excellent history, beautiful condition; £1,675.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4740

£1195 !!!—1937 (November, 1936) 4½ special Park Ward sports saloon, exceptionally attractive body lines, in amazing condition throughout, new tyres, a real specimen.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254. [5039

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Huffmann's Garage Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CMT THE CAR MART, Ltd. wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (corner of Piccadilly). Grosvenor 3454. [0958

CASH immediately for good Bentley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube).—Ham. 6041.

HATTONS MOTOR: Ltd., Birmingham, will buy or part exchange you; 3½ or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0062

A & S always purchase Saloons, also foursome coupes 1935 to 1939; please forward details.—A. & S. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Bentley Cars Wanted

WE require immediately a late series 1938 4¼-litre saloon in really first-class order and a good history.—Full details and chassis series to Basingstoke Motor Co., Ltd., Basingstoke. [0046

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0553

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

JACK OLDING, official Bentley retailers.

RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.

TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [0022

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0553

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [E1042

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce. Works Director: "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785. [0566

B.M.W. Cars Wanted

WANTED, 1937-8-9 small mileage saloon in exchange 1957 de luxe 8-cyl 51hp Buick saloon and cash.—Jackson, Crown Cottage, Little Missenden, Bucks. [4615

BOND MINICAR

1950 Bond Minicar; £195; offer; not used past six months.—Enf. 4125. [4879

1950 197cc. taxed, 7,000 miles, £220; excellent condition.—15, Meadows Lane, Saughall, Chester. [5071

BOND MINICAR, first licensed July, '51, not used this year, low mileage, very good condition; £290.—Box 0949. [5141

£235.—1951 Bond, 3,000 miles, 197cc, green, 80 mpg, perfect condition.—Chalmers, 20, St. Ann's Square, Manchester. Bla 4679. [5256

1950 Bond 197cc, resprayed new hood, upholstery, engine overhauled; £230 for quick sale.—Lee, Canada Camp, Eaves Green, Meriden, Warwickshire. [5263

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer: spares and service for Bond Minicar.—Central Garage, Croydon 7464. [E1042

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager, no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn [0827

BRISTOL

L. F. WARD, Ltd.

1949 Bristol Superleggera 401 type saloon, 21,000 miles, two owners, perfect car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

ANTHONY CROOK offers:—

1952 type 401, exceptional circumstances make this car, which has covered under 1,000 miles and is only a few weeks old, available for sale with B.M.T.A. consent, immediate delivery and below list price.

1950 type 401, one owner, maintained by us from new and in exceptional condition, heater, radio, colour heather grey.

1950 type 400, this car is equipped with numerous expensive extras and is especially recommended by our managing director who has used it personally for the past few weeks.

1949 type 400, choice of several cars at very attractive prices, all in excellent condition, having been thoroughly checked through by us.

ANTHONY CROOK MOTORS, Ltd., leading Bristol distributors, Caterham Hill, Surrey. Tel. 2252-3. [C1065

FRAZER NASH CARS offer:—

1625 miles only.—1951 (Nov.) Bristol 401 saloon, special dark blue colour, subject to unexpired covenant.

1950 (Sept.) 401 Bristol saloon, black, 19,000 miles, one owner, radio, heater, immaculate condition; £2,800.

1949 (1950 series) 401 Bristol with Farina 2-4-seater convertible cabriolet bodywork, grey blue leather; £2,600.

1947 401 Bristol with Superleggera saloon bodywork, metallic grey, beige leather, completely overhauled by us; £2,250.

1949 400 Bristol saloon, Bristol red, beige leather, radio, heater, Lucas P 700 headlamps, opening rear window; £1,875.

ALSO several other type 400 Bristols.

FALCON Works, London Rd., Isleworth, Middlesex (Hounslow 0011.) [C2015

KEVILL-DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Grot. 2563. [0296

BARTLETT.—Bristol 401 very special Farina drop head coupe, low mileage; £2,500.—27a, Pembroke Villas, W.11. [C4015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

KEVILL, DAVIES & MARCH, Ltd., offer:—

401 Bristol saloon, first registered September, 1950, in excellent condition throughout, colour grey, radio, heater and screen spray, low mileage.
41—42, Hays Mews, Berkeley Sq., W.1. Grosvenor 2563. [5214

1950 Bristol; nearest £2,500; Model 401, 18,000 miles, heater, radio, as new.—Derham, 40a, Derby Rd., Beeston, Notts. [5098

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0618

1950 Bristol 401 saloon, black, radio and heater, seat covers, Caldwell heater, genuine 13,000 miles, faultless condition throughout, one owner; £2,650.
WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. Tel. Ardwick 4361/7. [6028

1950 Bristol 401, 30,000 miles, colour black; £2,450.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 Bristol 401, radio, heater, 9,000 very careful miles, condition quite exceptional throughout; £2,725; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274.

Bristol Cars Wanted

BARTLETT.—The Bristol buyers.—27a, Pembridge Villas, W.11. [W1013

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476

BRITISH SALMSON

BRITISH SALMSON 4-door sports saloon, colour black with green interior; a specimen car; £295.—Tel. Wimbledon 0163. [4520

1938 British Salmson foursome drop head coupe, twin ohc, appearance and mechanical condition excellent, oil consumption negligible, a thoroughbred in sound condition throughout; £290, o.n.o.—120, Peperharow Rd., Godalming. Tel. 1456. [5108

325 gns.—British Salmson, 1938 model, 12hp twin OH camshaft, foursome drop head coupe, black, grey leather, oversize tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

B.S.A.

£110—B.S.A. 10hp saloon, black, 1934, excellent condition throughout.—Orp. 4090. [4916

1937 (Nov.) B.S.A. Scout, excellent condition; £260.—Full details, 26, Eves Crescent, Chelmsford. [5127

1937 B.S.A. Scout 10hp 4-str. tourer, new battery, tyres, recent overhaul, resprayed; £210.—48, Brighton Rd., Crawley, Sussex. [5158

£190—July, 1935, B.S.A. open 2-seater, laid up six years, recellulosed black and grey, smart and lively, up to 40 m.p.g.—Sub-Lt. Giles, R.N. College, Greenwich, S.E.10. [4917

295 gns.—B.S.A. Scout, 1939, Series 6, 10hp sports 4-seater, grey, maroon leather, new hood and side screens, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12-6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

BUGATTI car available, guaranteed condition:—

T.57 SC.; price £3,500
T.57 C.; price £1,750
T.57 S.; price £1,500
T.57: price £750.

APPOINTMENT.—J. Lemon Burton, 3, Lonsdale Rd., London, N.W.6. Maida Vale 1331. [0828

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071

BUICK

SIMPSON'S MOTORS offer:—

1948 Buick convertible, all extras, loose covers, black.
1949 Buick convertible, all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

GUY ALFREDS & Co. offer:—

1938 Buick Pullman limousine outstanding order.
LIMOUSINE Buick, 1939 Pullman, steering gear change, guaranteed mileage since new, 16,000 only; stored from 1939 to 1951, throughout in factory condition.—6-7, Warren St., W.1. Euston 5268. [C1005

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1948 Buick, colour black, 4-door saloon
RHD 1947 Buick saloon.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

BUICK 7-passenger limousine, not ex-hire; £595.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

BUICK 31hp convertible (reg. 1949) '47 model, maroon, all electric, one owner, first reasonable offer.—Coventry 68223. [5223

BUICK 4-door 6-seater saloon, 1938 model, 2 spare wheels, excellent condition; £375.—Staites, Furnishers, Gloucester. Tel. 22773. [5077

1939 Buick Century drop head coupe, 39,000 miles, magnificent condition; £665.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4744

1938 Buick McLauchlin saloon, hide upholstery, good condition; £285.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [C4016

1937 (Sept.) Buick Viceroy saloon, black with brown hide, fitted radio and 2 spare wheels in metal covers, 4 new retreads and new battery, excellent condition; £415.—Pantiles Service Garage, London Rd., Guildford 5326. [C3055

BUICK Super 56S, Nov. 1948, 19,000 miles, fitted Marchall musical horns, radio, air conditioned, screen washer, nylon covers, etc., genuinely as new, l.h.d.; £1,650.—Fred Tuck, Speedway Service Station, Weston-super-Mare. Tel. 3506. [5281

1950 Buick Super Eight model '50-'51 Dynaflow, radio, heater, demister, lighter, loose covers, in immaculate condition; this car can be driven with one leg as it has no clutch and thereby changes gear automatically; would consider part exchange.—D. W. Tel. Gerrard 5072, Bayswater 5035. 82, Queen's Ct., Bayswater, W.2. [4948

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"

specialises in small h.p. cars as well as the larger types.

CAMDEN MOTORS.—Buick series 40 special 8 saloon, 1947 model, full width 6-seater body with new type mouth-organ radiator grille, full length chromed waistline, etc., immaculate coachwork and interior, nylon seat covers, radio, heater, flashing trafficators, Trico screenwash, late property London director of large American organisation, chauffeur maintained and driven, a superb car; £1,295.

CAMDEN MOTORS.—Buick Roadmaster 6-seater drop head coupe, 1948 model in black with special leather trimmed broadcloth upholstery, electrically operated hood and window lifts, built-in radio, air-conditioner, traffic blinkers, nylon seat covers, special low pressure tyres, serviced by Concessionaires every 1,500 miles and in superb condition throughout; £1,495.

CAMDEN MOTORS.—Buick Super Eight 6-seater saloon, 1949 model, latest production body styling, curved rear window and windscreen, super modern frontal appearance, radio, seat covers, heater, etc., looks and runs like a brand new car; £1,995.

CAMDEN MOTORS.—Buick Super Eight drop head 6-seater coupe (convertible), 1949 model, similar features and body styling to above, all extras, power operated hood, etc., immaculate maroon finish, 16,000 miles; £1,995.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1035

1939 31hp Buick with drop head coupe body by Carlton, in dual grey, with silk mohair (lined) hood, mechanically the car has been completely overhauled (bills available) and laid up, the performance and reliability are guaranteed; in appearance the car is quite unblemished, and will bear the most searching inspection; for a discerning purchaser wanting a unique, powerful and beautiful car, 6 new tyres; price £750, or near offer; any trial or examination.—Fridaye, 101, Leadenhall St. Avenue 2656. [5012

Buick Cars Wanted

BUICK, post-war saloon or convertible required; up to £1,500 paid.—Bristol Repetition Ltd., Feeder Rd., Bristol, 2. [5026

7-SEATERS privately owned Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

SIMPSONS MOTORS (WEMBLEY) Ltd., the Buick buyers. Wembley 8691/3903. [0664

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

SIMPSON'S MOTORS offer:—

1939 Cadillac, radio, heater, loose covers, right-hand drive.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

CADILLAC 4-door Phaeton drop head by Fleetwood, green/black, hide upholstery, radio; £400.—46, Aldenham Rd. (Watford 2953). [5241

CADILLAC La Salle 1937 6-seater saloon, laid up nine years, recent overhaul, beautiful condition, selling owner deceased; offer.—Tel. 3249, Peto, 1, Mount Radford Crescent, Exeter. [5035

1948 Cadillac series 62 Dynaflow 4-door saloon de luxe, 9,000 miles, works maintained, condition throughout equal to new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

Cadillac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [0665

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1951 Chevrolet, right-hand drive, all extras.
1949 Chevrolet, all extras (choice of three).
1951 Chevrolet, all extras, 900 miles only.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

BRITISH & COLONIAL MOTORS offer:—

1950 Chevrolet Styleline saloon de luxe.
1950 Chevrolet convertible coupe.
CHOICE of several Chevrolets usually in stock.
BRITISH & COLONIAL MOTORS (Distributors for London & Home Counties), Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

JOE THOMPSON (MOTORS) Ltd., offer:—

CURRENT model "Power Glide" brand new Chevrolet convertible coupe, colour black, interior red leather upholstery.
RHD 1951 Chevrolet 4-door saloon, colour black, radio and heater, low mileage.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

1939 Chevrolet Sedan, l.h.d., steering column change, heater; £285.—46, Aldenham Rd. (Watford 2953). [5240

8000 miles.—1950 (October) Chevrolet de luxe 2-door saloon, l.h.d., indistinguishable new.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0621.

1950 (November) Chevrolet saloon de luxe, 11,000 miles, nylon loose covers, air conditioning, in new condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£1495!!! Chevrolet Styleline de-luxe, 4-door 6-seater saloon, 1949 model, series GK6, 14,000 miles genuine all extras condition virtually as new, maroon with fawn interior, tartan covers, etc.
CAMDEN MOTORS LIMITED, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery, showrooms open till 8 p.m. Monday-Saturday. [C1035

Chevrolet Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers. Wembley 8691/3903. [0666

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

Chevrolet Spares and Service

REPAIRS, reconditioned gear boxes (guaranteed).—10, Winchester Mews, N.W.3. Pri. 2647. [0140

CHEVROLET spares and repairs, for private vehicles; distributors for London and Home Counties.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [S1027

CHRYSLER

£300—Chrysler Richmond saloon 27hp, superb condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

£399—magnificent 1939 Chrysler 20hp saloon de luxe, sunshine roof, gear lever and steering column, very economical 6-str., ideal for hire or touring caravan.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

£1495!!!—Chrysler Windsor right-hand drive 6-seater 4-door touring saloon, 1948 model, equipped at extra cost with latest type fluid drive and hydraulic transmission, immaculate black coachwork with New Look frontal grille, full length chromed waistline and rubbing strip, special all-leather upholstery, built-in radio and heater with de-icing and demisting incorporated, a magnificent vehicle in the very finest possible mechanical condition, serviced and maintained by London Chrysler distributors since new.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday-Saturday. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHRYSLER

1951 Chrysler Plymouth 4-door saloon de luxe, 3,000 miles, radio, heater, covers, etc., magnificent condition throughout.—Sidney Marcus Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557. [C3036]

**MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, offer 1956 Chrysler Wimbledon 7-seater sunshine saloon, 2 occasional forward seats, in excellent condition throughout, leather upholstery, fitted radio and heater, very good tyres, taxed to end of year; ideal for car hire or taxi work; bargain, £350. [C3002

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

**CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643

**SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers.—Wembley 6691/3905. [0667

**ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

**CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495

**CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1 Balham High Rd., London, S.W.12. Tel. Balham 2254.

CITROEN

CAR MART, Ltd.

1950 Citroen Light 15 saloon, heater, 13,000 miles; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1059

L. F. WARD Ltd.

1949 Citroen Light 15 saloon, 18,000 miles, very clean car.

**L. F. WARD Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

C. G. NORMAN & Co.

**CITROEN sole distributors for the county of London; service, spares and replacement units.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0756

B. J. HUNTER, Ltd., offer:—

1949 Citroen 15 saloon, fitted radio and heater, as new.

**B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

POTTER & RICHARDS offer:—

UNIQUE and most interesting Citroen.

1947 British saloon, black, Cotal 4-speed overdrive gear box, radio, heater, screenwash, loose covers, Fram, spotlamps, special French cowling, reversing light, oilcoil, extra instruments, taxed year; particularly fast and economical, first-class condition throughout; £750; terms, etc.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3048

MAYFAIR COUNTRY CARS offer:—

1947 Light 15 (Nov., '46), Fram, Runbaken oil coil; £575.

1948 Light 15; £625; any make of car taken in exchange, deferred terms.—7a, George Yard, Grosvenor Square, W.1 Mayfair 0151 or Harrow 4646. [C3008

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY first-class examples are offered.

PRICES are now substantially lower.

1950 Light 15 saloons, from £950; earlier models proportionately less; fullest details of current stock on request.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares.

173 Westbourne Grove, W.11. Bay. 4274. [C4035

ACE SERVICE STATION (LONDON), Ltd., offer:—

1950 Light 15, choice of 2; from £875.

1947 Light 15, choice of 2; from £650.

**NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [C1000

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

**CITROEN 1950, r.h.d., very good condition, one owner, 5 months' guarantee; £975.—Ger. 6991, 9.30 a.m.-5.00 p.m. [4868

1949 Citroen Light 15 saloon, black, excellent condition; £875.—K.P.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000.

1948 (Sept.) Citroen, 14,000 miles; £845.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

**CITROEN Light 15, 1957, over £300 spent in last 18 months, sale or exchange, fully convertible D.K.W.—Lock, Hartford, Huntingdon 408, after 6 p.m. [4941

1948 Citroen 15hp saloon, colour maroon, red leather, just had a £100 overhaul; £745.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [C4057

1947 Citroen Light 15 saloon, black, in first-class order, a very carefully kept car; £675.—Wembley Court Motors, High Rd., Wembley. Wembley 6266.

1952 Citroen Light 15, mileage 5,000, 5 months old, B.M.T.A. permission to sell, fitted radio, maker's list price.—Abbotts Garage, Earl Barton, Northants. [5222

1939 Citroen Light 15, immaculate condition, overhauled 4 months ago, heater, oilcoil; offers around £425.—Sharp, 6, Edenhall, 72, Marine Parade, Worthing. [5157

CITROEN

295 gns.—Citroen 12, 1957, de luxe 4-door saloon, sliding head, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Citroen 12, 1955 model, 4-door saloon, black, red leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£200.—Citroen 12 saloon, all assemblies reconditioned, recollulosed, will submit to R.A.C. inspection.—Moorfield, Old Coach House, 51a, Lower Fant Rd., Maidstone. Tel. 51815. [4957

1951 Citroen 6-cylinder de luxe 4-door saloon, colour red, red leather, 5,000 miles only.—Frazer-Nash Cars, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

1950 Citroen Light 15 de luxe saloon, 19,000 miles, radio, twin spotlights, black with red leather, one owner only, very clean motor car, in first-class condition; £950.—Tice & Son, Bournemouth. Winton 2000. [4874

**MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, offer 1948 (July) Citroen Light 15 de luxe sun saloon, black, with red leather, low mileage and fitted many extras including Jackall system, extended breather, demisters, spotlight, Auster side panels, tyres new, taxed to end of year, superb condition, full guarantee; £850; terms or exchanges.—Tel. Watford 4491. [C3002

Citroen Cars Wanted

CAR MART, Ltd.

**THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5454. [0172

ROWLAND SMITH'S.

**ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

**NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [0004

**CASH immediately for good Citroen.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

**EXCEPTIONALLY high prices paid for Citroens in good condition.—Mayfair 0131 or Harrow 4646. [W5008

**GEOFFREY EDWARDS Ltd., urgently require all models.—Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

**JOHN S. TRUSCOTT, Ltd., urgently require really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

**WANTED, 1946 or 1947 Citroen Light 15 saloon, no dealers.—Robinson, 8, Woodlands Rd., Gt. Shelford, Cambs. [W3053

**POTTER & RICHARDS buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

Citroen Spares and Service

SOUTH of the Thames.

**BALES of Croydon.—Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187

BRING your used car to the Citroen specialists; we will recondition as new.

THE READINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams: 'Trubie.

**WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4663. Citroen parts, reconditioned drive, trans. 48-hr. service. [1749

**E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274-5-6

**SHRIMPTON'S MOTORS, Ltd., London Distributors, Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

**SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490.

**WOODFORD CAR MART, Essex distributors for all Citroen cars; sales service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

**CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars, front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

**CONDOR MOTORS for speedy Citroen repairs, carried out by specialised French and English mechanics.—33, Grosvenor Crescent Mews, Hyde Park Corner, London, S.W.1. Sloane 6467. [0281

**BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr.; all spares stocked. [0585

COOPER

1950 Cooper-Rover 1½-litre sports 2-seater, Brighton speed trials 54.20 seconds, Lay-stall-built engine, beautiful little car, 100mph, 25mpg, full road equipment, ideal car for road or competition work; exchange might be considered; H.P. terms available; £695.—27a, Pembridge Villas, W.11. [C1013

CORD

1939 (Sept. reg.) drop head coupe, outstanding condition; sell or exchange smaller car.—Hanner, 34, The Avenue, Bournemouth. Westbourne 64681. [4548

DAIMLER

DICKS.

1937 Daimler 17hp saloon, high grade car; £375.

**DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1933 Daimler 15 saloon, very reliable, good condition; 25mpg; £155.—Wel. 1096 after 6.30 p.m. [5195

DAIMLER

ARTHUR MULLINER, Ltd., offer:—

1948 (July) Daimler 2½-litre saloon, black with brown leather upholstery, fitted heater and spotlamp, meticulously maintained by one previous owner, immaculate throughout; it will pay you to telephone or write for the latest price list of our comprehensive stock, and details of our incomparable guarantee.

**ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

STRATSTONE, Ltd., Daimler distributors.

**DAIMLER 27hp Emousine by Windover, black with fawn cloth, chauffeur maintained, in excellent condition; £2,950.

**DAIMLER 2½-litre Consort saloon (1951), black with red leather, H.M.V. radio, air conditioning, low mileage; £1,895.

**DAIMLER 2½-litre coupe (1950), black with brown leather, radio, heater, 14,000 miles only; £1,595.

**DAIMLER 2½-litre saloon (1947), black with brown leather, H.M.V. radio, heater and demister, reconditioned; £1,250.

**DAIMLER E.L., 24hp limousine (1938), black with leather throughout, Ace discs, maintained in excellent order; £695.

**DAIMLER 4½-litre limousine (1936), black with leather throughout, very well maintained; £695.

**STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404), Service, 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

CHARLES FOLLETT, Ltd.—Sole distributors for Lea-Francis London & Home Counties, offer outstanding values in:—

1947 Daimler 2½-litre saloon, in really exceptional condition, black, has been most carefully maintained and is offered at only £1,325.

1950 Daimler 2½-litre drop head 4-str. coupe by Barker, 5,000 miles only, superb condition; £1,750; both these cars offered with written guarantee.

18, Berkeley St., W.1. May. 6266.

**OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cun. 5956. [C2010

1936 Straight Eight Daimler 5-seater saloon, excellent condition throughout. £450.—W. J. Brown. Tel. Primrose 1497. [C4046

**DAIMLER Special 4-door drop head coupe, under 4,000 miles; can be viewed at The Clock Garage, Farnborough, Kent. Tel. 3931. [4659

**DAIMLER 1948 2½-litre, black, 24,000 miles, heater, good tyres, a lovely car; £1,200.—Tel. Keystone 3966 or Loughton 3587. [5290

£195 o.n.o.—1933 Daimler 15, Mulliner body, recollulosed, very clean car, taxed, insured, room wanted.—Per. 5394 (evenings). [5264

**DAIMLER Light 20 1938 saloon, engine reconditioned Oct., '51, recollulosed, one owner; £595.—Rose Garages, London, N.21. Lab. 1168. [5184

1936 Daimler 15 special sports saloon, black, a very handsome car in very good condition; £275.—Wembley Court Motors, High Rd., Wembley. Wembley 0266.

£165.—1936 Daimler 15 Mulliner saloon, clean coachwork and interior, three new tyres, good battery, mechanically sound.—"Brooklands," Sunbury-on-Thames. Sunbury 2509. [5120

£295.—1936 model Daimler 2-litre de luxe saloon, independent suspension, easyclean wheels, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

**ARCHIE SIMONS & Co., Ltd.—1938 Daimler 2½ saloon, colour black, hide upholstery, an excellent example of this deservedly popular model; £595.—34, Gt. Portland St., W.1. Lan. 1343. [C4015

**DAIMLER Light 20, 1937, blue saloon, carefully maintained, mechanically sound, engine perfect, body work and interior splendid condition, heater fitted, best offer.—Lane, Fordhouse Lane, Stirchley, Birmingham, Kin. 1101. [495

295 gns.—Daimler New 15, 1937 model, 17hp Mulliner de luxe 4-door saloon, black, sliding head, blue leather, preselector, Ace discs, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

**DAIMLER 2½-litre drop head coupe (April, 1950), genuine 14,000 miles, Barker body, exquisite finished in duo green, tastefully appointed with H.M.V. radio, heater and spotlight, for disposal owing to bereavement; sacrifice, £1,550.—May be viewed by appointment at Temple Cars, 156, Burton Rd., Derby. Tel. 45614. [4955

£1095 ono.—(Jan., 1949) Daimler 2½-litre saloon, black with red leather, an immaculate specimen, fastidiously maintained by one owner; coachwork and interior literally unblemished, 15,000 very careful miles, the most attractively priced 1949 Daimler we have ever been able to offer; also a superb low mileage 1949 drop head foursome coupe by Barker; a 1946 Daimler 2½-litre saloon at equally attractive prices to the above, several immaculate 1939 and 1938 2½-litre saloon and sports saloons, all privately owned since new, at prices as low as £595, and a very long chassis 18-seater limousine in dark blue at the ridiculously low price of £275; for full details, write, call or 'phone.

**HAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars;—hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday-Saturday. [C1025

**A & S Fifty Limousines (List posted) 24hp, 1935, partition, black, widest occasionals, superb private, bargain price.

**LIMOUSINE 32hp Straight-8, Hooper Coachwork, partition, widest occasionals, magnificent condition, black, £795. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

**ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0932

Daimler Spares and Service

ARCOT ENGINEERING, Ltd.

**ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Daimler Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6978

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sale and service.—Kidderminster Rd., Croydon 5775. [0688

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Pl.se, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0460

DELAGE

SELBORNE (MAYFAIR), Ltd., world concessionaires, offer:—

1938 foursome drop head coupe.

82 Park St., W.1. [2244

DELAGE D6-75-Vita 4-door saloon, fitted Cotal electric gear box and telecontrol shock absorbers, 1939 model, finished in two-colour grey with blue leather upholstery, recently reconditioned throughout.—Toby Motors, Regent Rd., Great Yarmouth 3273-4. [5292

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0659

DELAHAYE

SELBORNE (MAYFAIR), Ltd.

THE world's concessionaires for Delahaye cars have been instructed to offer on account of the owner having been ordered abroad

1952 Delahaye 135M British-built sedanca, with many extras, 400 miles only; for £3,500; the basic list price plus purchase tax of this car was £4,740.

82 Park St., London, W.1. [4515

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0660

DELLOW

1950 Dellow 19,000 miles, twin spares, perfect condition, no competition use, complete blower installation; £475.—Box 0987. [5049

DIESEL

DIESEL-ENGINED Chrysler Imperial late 1938, owner-driver saloon, fitted Perkins P.6 engine and overdrive, 30mpg., over 70 mph, coachwork recellulosed black, leather, heater, 4 new tyres new suspensions, taxed year; £825.—V. W. Derrington, Ltd., 159-161, London Rd., Kingston 5621-2. [C1071

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.—C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871 [0066

DODGE

SIMPSON'S MOTORS offer:—

1948 Dodge, right-hand drive, all extras black.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/38.3. [C4015

GUY SALMON AUTOMOBILES offer:—

1947 Dodge r.h.d., heater and radio, just passed out by makers; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

LIMOUSINE 1938/26hp, partition, forward occasionals, black, exceptional throughout. £495. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. Southend 57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0362

FIAT

DICKS.

1939 Fiat 500 coupe, very economical little car, bargain, £295.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6868-9. [C1072

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Montview 5285. [0440

FIAT 500 completely rebuilt, £220.—Tel. Frensham 3249. [4543

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

1938 Fiat 500, reconditioned engine, £240.—S. & S. Motors, Bayswater 1644. [4469

500 model, 1939, 2-seats; choice of three.—Fox and Nichol, Ltd., Derwent 1122. [C2015

1938 Fiat 1100cc, completely reconditioned throughout; £350.—S. & S. Motors, Bayswater 1644. [4470

FIAT 500 1939 full 4-seater convertible, beautiful condition throughout, first offer over £300 secures. Box 0956. [5056

FIAT

C. V. RUSHMER, the Fiat specialist, for guaranteed rebuilt models; 1939 2- and 4-seaters available.—59, Holland Park, W.11. Park 5731. [C3061

FIAT 1100 pillarless saloon, registered 1940, excellent condition; £580.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [C1015

1939 model Fiat 500, engine recently reconditioned, 52 m.p.g., offers over £300.—"Cranbrook," Orchard Lane, Huntingdon. [4878

1947-8 Fiat 500 cabriolet, first registered 1950 in absolutely superb and faultless condition; £525.—Derrington, 159-161, London Rd., Kingston-on-Thames. [C1071

395 gns.—Fiat 500 1947 (reg. August 1949), specially imported convertible coupe, dark grey, fawn upholstery, nylon loose covers, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

325 gns.—Fiat 500, Sept. 1939, 4-seater convertible saloon, black and silver, red leather, good tyres, carefully used excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Fiat 500, May 1939, convertible coupe, metallic green, leather upholstery, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1938 Fiat 500 coupe, reconditioned engine, new hood and tyres, excellent all-round condition, £295; terms, exchanges.—The Lynch Garage, Uxbridge, Middlesex. Tel. Uxbridge 122. [C5055

MAYFAIR GARAGES, Ltd., aim to give the finest value possible in used Fiat cars, and always carry a large selection in stock at to-day's lower market prices, all with three month's guarantee.—Below.

MAYFAIR GARAGES, Ltd.—May 1958, 1500 de luxe 4-door sliding roof pillarless saloon, black with red leather, good tyres, bumpers, spot lights, spare wheel cover, very smart car with outstanding performance; £295.

MAYFAIR GARAGES, Ltd.—1940 model (registered November, 1939) 500 de luxe convertible full 4-seater, blue, red leather upholstery, radio, good tyres, economical small family car with good road performance; £515.—Below.

MAYFAIR GARAGES, Ltd.—June, 1958, 500 fixed head coupe, maroon, leather upholstery, standard equipment, very smart car with first-class road performance; £195.—Below.

MAYFAIR GARAGES Ltd.—Fully reconditioned 500 convertible models now available for immediate delivery, 4-seaters, £465; 2-seaters, £435.—Below.

MAYFAIR GARAGES, Ltd.—14 guaranteed Fiats in stock, all carefully prepared for lasting service by skilled British and Italian mechanics; send for descriptive list and copy of "The Autocar" Road Test report and details of hire purchase.—Below.

MAYFAIR GARAGES, Ltd. (First Sales and Service), Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-12. [C5009

1938 Fiat 1100 saloon, blue and cream, blue leather, one owner, 31,000 miles only, engine just completely reconditioned and entire car in almost unmarked condition, believed by far the best example available; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

Fiat Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S (the Fiat buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0935

CASH immediately for good Fiat.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Repairs and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat Wembley. [0909

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

B.D.J. (ENGLAND) Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0325

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104-5. Open 9-6; Sats. 9-12. [0682

FIAT 500, 1100 and 1500, full range of spares and reconditioned units, engines, rebuilt equal to new and bench tested, gear boxes, suspensions, starters, dynamos, radiators, steering boxes, in exchange, new distributors, carburettors, wheel covers, luggage carriers, exhaust systems, metric spanners, complete servicing, all models; 500 "handbooks 5/9.—Derrington, 159 & 161, London Rd., Kingston 5621-2. [C1071

FORD (8 h.p.)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford 8hp Anglia saloon, colour black, good condition throughout; £565.

1949 Ford 8hp Anglia saloon, colour black, 16,000 miles, one owner; £595.

FORD 8hp Anglia saloon, colour green, 7,000 miles genuine; £715.

THESE cars are available for demonstration anywhere, any time, hire purchase terms can be arranged.—W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CHIPSTEAD MOTORS Ltd., offer:—

UTILICON type Ford 8hp, 1947, reconditioned engine, new tyres, £410.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052, 7253/7154. [C101

FORD (8 h.p.)

CAR MART, Ltd.

1950 (Nov.) Ford Anglia saloon, 6,000 miles; £665.

1949 Ford Anglia saloon, 14,000 miles; £550.—Car Mart Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire-purchase Specialists.

1947 Ford 8 Anglia saloon, exceptionally clean and well maintained, engine recently changed, spotless interior, two owners only, taxed Dec., 1952.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099

MONTROE MOTORS offer:—

1946 Anglia, £425, another, 1947, at £435.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C5015

1950 Ford 8hp, 8,000 miles, £635.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [4555

ALLAN TAYLOR MOTORS Ltd., offer:—

MARCH, 1940, Ford Anglia saloon, £400.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4151 (5 lines). [4221

W. J. BROWN, Ltd., Used Ford Specialists.

1948 (Oct.) Ford Anglia saloon, black; £495.

W. J. BROWN, Ltd., Ford main dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [5016

1949 Ford Anglia, heater, leather, etc.; £515.

BERTRAM COWEN, Ltd., Hermitage Lane, Streatham, Pul. 2100. [5000

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Anglia saloon, black/red, 2,000 miles, £715.

1950 Ford Anglia saloon, green/beige, 5,000 miles, £695.

1950 Ford Anglia saloon, beige/brown, 6,000 miles, £665.

1950 Ford Anglia saloon, green/brown, second engine, 12,000 miles; £605; and many others.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3386, and 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

SPECIAL bargain, '47 Anglia, reconditioned; £395.—Below.

SPECIAL bargain, 1939 Ford 8 d.l. saloon, taxed, recond. engine, £295.—Boys, Euston 2700. [C3059

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1939 Ford 8, excellent order throughout; £295.

MARLBOROUGH Works, Kenton, Tel. Wordsworth 5356 and 3658. [C1008

1938 Ford 8 saloon, very good and very economical, only £220.

BROADWAY MOTOR Co., 5-15, Russell Rd., Wimbledon, S.W.19. Tel. Liberty 2494. [5005

1939 Ford 8 saloon, recent reconditioned engine, £325.—Below.

1937 Ford 8 saloon, very sound throughout; £195.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

1947 Ford Anglia, one owner, reconditioned engine, excellent condition, taxed; £485.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005

1947 Ford 8 perfect condition, £450.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2940. [C2035

1939 Ford 8 saloon, good condition; £515; terms.—K. & T., 333, Trinity Rd., S.W.18. Battersea 0509.

1950 Anglia, one owner, 4,000 miles; £565.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1948 Ford Anglia, one owner, 4,000 miles since reconditioned motor fitted excellent order, 3 months' guarantee; £465.

C. & W. MOTORS Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

1949 one owner 10hp Anglia saloon, new engine just run in, must sell, bargain; £500.—24, Enmore Rd., Putney. Put. 6433. [5116

DECEMBER (1950) Ford 8 saloon, reconditioned engine, gear box, recellulosed, excellent condition, nearest offer to £395.—Syd. 6420. [5081

1939 Ford 8 de luxe saloon, really must be seen new engine, reupholstered leather, new grill, perfect car; £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1091

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5. 1946-50 Ford Anglia saloons, low mileage, all guaranteed also earlier models. [0978

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

1939 Ford 8 de luxe, reconditioned engine, new battery, tyres, spotlight, covers; nearest £295.—70, Brent St., Hendon 9052. [5152

575 gns.—Ford Anglia, March, 1950, 8hp saloon, black, red leatherette, one owner, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Ford Anglia, February, 1949, 8hp saloon, green, carefully used, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

425 gns.—Ford Anglia, June, 1948, 8hp saloon, black, heater, excellent condition; taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—Ford 8, May, 1949, 8hp utility van, maker's standard body with glass side windows, plain black, Rimtelishers, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Ford Anglia 1946 8hp saloon, black, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Ford 8, July, 1939, de luxe saloon, dark blue, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 (Oct.) Ford Anglia saloon, black with brown upholstery, one owner, very good condition throughout; £645.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Avenue, W.3. Acorn 3224. [5090

1949 Ford Anglia saloon, black with red upholstery, 25,000 miles, factory reconditioned engine fitted 800 miles ago, electric windscreen wipers and Dualtone horns fitted, front axle and steering overhauled at the same time as the new engine fitted.

THIS car is guaranteed absolutely genuine, having been the personal property of the wife of one of the Directors, an outstanding bargain at £495.

KENNET MOTOR WORKS (1949), Ltd., Hungerford, Berks. Tel. 64. [5182

Ford Eight Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175

ROWLAND SMITH'S, the Ford buyers,—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0934

FORD 8 saloon required about £150.—Durngate House, Winchester. [W1010

FERRARIS OF CRICKLEWOOD buy Ford Anglia saloons, post-war models; H.P. settled; drive in, write, or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open 7 p.m. week-days. [W2008

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford 10hp Prefect saloon, colour black with brown leather upholstery, 14,000 miles, immaculate car; £775.

1948 Ford 10hp Prefect saloon, colour green with cloth upholstery, nice car; £645.

1947 Ford 10hp Prefect saloon, colour black with brown leather upholstery, in good condition; £545.

1946 (December) Ford 10hp Prefect saloon, colour black, with red leather upholstery, well maintained car throughout; £525.

1939 Ford 10hp Prefect drop-head coupe, black, leather upholstery, ideal car; £435.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100

JACK ROSE, Ltd., offer:—

1950 (Oct.) Prefect, beige and red leather, mileage 7,000, as brand new; accept £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C5086

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, black with brown upholstery, recorded mileage 1,290; £795.

836 842, High Rd., N.12. Hillside 0024. [C2027

BLUE STAR GARAGES, Ltd., offer:—

1949 Ford Prefect, beige, brown leather, one owner, immaculate; £685.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

ALLAN TAYLOR MOTORS, Ltd., offer:—

NOVEMBER, 1949, Ford Prefect saloon; £755.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [4222

W. J. BROWN, Ltd., Used Ford Specialists.

1949 (Nov.) Ford Prefect saloon, black, red leather upholstery; £645.

W. J. BROWN, Ltd., Ford main dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [5015

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1938 Ford Prefect 10hp Tudor saloon, black, green leather upholstery, nice condition, taxed; £265.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [C5012

1936 Ford 10 saloon de luxe, choice of two; £169.

G. P. (BALHAM) Ltd., 2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2024

FORD (10 h.p.)

1950 Ford Prefect saloon, cloth, excellent condition; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C5025

1949 Ford Prefect, 8,000 miles, leather, as brand new; £695.

BERTRAM COWEN, Ltd., Hermitage Lane, Streatham. Pol. 2100. [5001

1939 Prefect saloon, retrimmed, resprayed, one owner, immaculate.—Hampstead 2764. [5196

FORD Prefect, excellent, 1950, 17,000 miles; £670.—25, Springfields, Broxbourne, Hoddesdon 3306. [5265

1949 Ford Prefect, leather, very clean; £585.—Cranmore, 64, High St., Potters Bar 2040. [C1062

£350.—Ford 10 1938 2-dr. sln., excellent original cellulose, recon. engine, good tyres; choice two; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [C1017

1948 Ford Prefect, one owner, 23,000 miles only, leather upholstery, superb condition, 3 months guarantee; £495.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

FORD Prefect (November), 1949, black, excellent condition, one owner; £600.—Pratt, The Elms, Kempston Hardwick, Nr. Bedford. [4955

1939 Ford 10 Prefect de luxe, guaranteed, £375; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [C3029

1949 (Aug.) Prefect, beige, red leather, one owner, excellent condition; £645.—King's Motors, 1, High St., Hounslow. Tel. 5532. [C2049

1940 Ford Prefect 4-door saloon, leather upholstery, good condition, reconditioned engine; £350.—Wordsworth, 7169. [4925

1950 Ford Prefect saloon, green, 7,600 miles; £775.—Prickers of Holland Park (next door to Underground), Park 5077. [C2016

£299.—1939 Ford 10 Prefect 4-seater tourer; also coupe available.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 Prefect saloon, one careful owner; £695.—Potter & Richards, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1948 (Nov.) Ford Prefect, black, fawn cloth, 22,000 miles, spare unused, exceptional condition; £550.—John Trigg, Ltd., Esher 1234. [C4055

1950 (Oct.) Ford Prefect saloon, leather, 100 miles.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [C2028

1948 Prefect saloon, grey/fawn, heater, fog lamps, immaculate; £490.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1948 Ford 10 Prefect saloon, taxed, colour black, genuine mileage 16,000 only; £625.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C5011

1950 Ford Prefect saloon, green, green leather upholstery, 11,000 miles, immaculate condition; £725.—J. N. R., Flat 1, 69, Randolph Ave., London, W.9. Letters only. [C1022

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloon, low mileage, all guaranteed. [0579

645 gns.—Ford Prefect, October, 1949, saloon, black, maroon leather, one careful owner, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.

545 gns.—Ford Prefect, September, 1948, 10hp 4-door saloon, black, maroon leather, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Ten Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—180, Park Lane, W.1. Grosvenor 5454. [0174

PHENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W5044

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0935

1950 Ford 10 required.—Durngate House, Winchester. [W1010

CAMDEN MOTORS urgently require 1936-40 Ford 10 saloons; particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1085

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.

FERRARIS OF CRICKLEWOOD, Ltd., buy Ford Prefects, preferably 1949, in leather or cloth; h.p. settled; drive in, write or tel.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open 7 p.m. week-days. [W2008

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloons, choice of two cars, both low mileage and in first-class condition.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

WARWICK WRIGHT offer:—

1950 Ford V.8 Pilot saloon, blue, blue leather, radio and heater, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ALLAN TAYLOR MOTORS, Ltd., offer:—

SEPTEMBER, 1950, Ford Pilot saloon, low mileage; £695.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [4223

FORD (V.8)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot saloon, black/brown hide, 9,000 miles; £875. Choice of three.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. [C1066

GORDON CARS (LONDON), Ltd.—1950 Ford V.8 Pilot saloon; £895.

GORDON CARS (LONDON), Ltd.—1949 Ford V.8 Pilot saloon; £795.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2025

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

£195 or near offer, Ford V.8 22hp, 1938, new battery, good tyres.—Tel. Radlett 6161. [4662

1936 Ford V.8 30hp coupe, splendid order, taxed; £200.—135, Cricklewood Broadway, N.W.2. [C2062

FORD Pilot, Oct. '50, 3,000 miles, black, brown leather, wireless, heater, as new; £975.—Coe, Bishopstoke, Hants. Eastleigh 87421. [5276

1939 91A Ford V.8 saloon, leather; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

BRUTONS, Ltd.—1937 Ford V.8 saloon, very good condition; £250.—13-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [C1026

1948 Ford V.8 Pilot, black, beige, very good value at £700.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [C1015

1950 Ford V.8 Pilot, heater, brown upholstery, in black; £775; part exchange, terms.—Mitchell, 1 High Rd., S.W.12. Balham 2254. [4524

1938-9 Ford V.8 foursomes, drop head coupe, immaculate, guaranteed; £400; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [C3029

1946 Ford American V.8 drop head coupe, right hand drive, blue, power-operated hood, fitted radio, red leather upholstery, in splendid condition throughout, any trial; £750.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [C4050

CAMDEN MOTORS.—Ford V.8 Custom 6-seater, 4-door saloon, 1949, latest production body styling, intake vents to front grille over-drive, nylon seat covers, heater, radio and passlights, immaculate silver grey finish, one owner since new, 14,200 miles; £1,395.

CAMDEN MOTORS.—Ford V.8 right-hand drive 6-seater saloon (American model), 1947, in blue with de luxe leather upholstery, mouth-organ front, tailored seat covers, radio, heater and all extras, chauffeur maintained and driven, low mileage; £795.

CAMDEN MOTORS LIMITED, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars read for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1085

595 gns.—Ford V.8 Pilot, July, 1948, saloon, black, radio and heater, one careful owner, good tyres, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, offer 1950 (Nov.) Ford V.8 Pilot saloon, unused and brand new condition, but Covenant-free, only 96 miles, blue with blue leather upholstery, heater, full guarantee; £975; terms or exchanges.—Tel. Watford 4491. [C3008

£666!—What value for money! 1947 (reg.) Ford 30hp 6-seater saloon de luxe, with right-hand steering and leather upholstery, American bodywork with mouth organ front; this vehicle is magnificent and ridiculously cheap at this price; 3 months guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

FORD V.8 foursome drop head coupe, 37/38 series, £100 just spent on complete overhaul, including Ford factory reconditioned engine, fitted with heater, twin Notek Fanamasters, Verdic electric petrol economiser, Pilot wheel discs, excellent tyres; V.8 enthusiast will sell at great loss to appreciative buyer.—Fla. 4654. [4965

Ford V.8 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

ALMOST new Ford Pilot required; cash payment.—Morley 54, Streatham Hill, S.W.2. Tulse Hill 4488.

CAMDEN MOTORS urgently require 1936-40 series 30hp V.8 saloons; particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1085

UTILITY—FORD OR OTHER BODIES

FORD 8hp full Martin Walter Utilecon, beige, very clean, new Nov., 1949, low mileage, 3 months' guarantee; £435.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

Ford Utility Cars Wanted

ROWLAND SMITH'S the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0938

WHAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0543

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Nor. 2767. [0623

USED - CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0225

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines 8, 10 and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2255), main Ford dealers; service and all spares. [0093

FRAZER NASH

£395.—Frazer Nash sports 2/4-str., twin o.h.c., just had over £200 spent on it registered May, 1935, a rare motor car with zip performance; exchange considered.—135 High St. South, East Ham, E.6. Grangewood 5834. [C4032

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee. See under "Sports Cars."

BARTLETT.—Frazer Nash-B.M.W. 327/80, 327/55 and 326 models.—27a, Pembridge Villas, W.1.. [C1013

FRAZER NASH-B.M.W. 1938, type 45 cabriolet, excellent condition, very fast, immaculate.—Grey, Tel. after 7 p.m., Vigilant 4076. [4926

FRAZER NASH-B.M.W. 1936 2-litre type 319/2 foursome drop head coupe, black, Bristol pump, Fram filter, new carburettors.—Wright, Tatton Dale, Knutsford. [5137

A.F.N., Ltd., offer the specially built Frazer-Nash type 421 drop head coupe, shown new at Earls Court (November, 1950), colour blue, blue leather; price £2,500; one owner.—Frazer Nash Cars, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. [W1013

HEALEY

1950 Healey Silverstone 2-str., perfect condition, special fittings and extras; reasonable offer accepted; can be seen London.—Ring Colchester 2600. [4678

BROOKLANDS: Healey distributors, London, Home Counties; still world's fastest 4-seater saloon by Tickford; foursome drop head coupe by Abbott; early delivery.

1951 Healey Tickford saloon, 2,700 miles only.

1951 Healey Abbott 4-seater coupe, small mileage.

1950 Healey Silverstone sports 2-seater.

1949 Healey Silverstone, black, many extras.

BUY or sell your car.

103, New Bond St., London. W.1. Mayfair 8351-6. [C1029

HEALEY-ELLIOTT sports saloon, first registered 1st December, 1949, 21,000 miles, perfect condition throughout; £1,500.—Hulland Gravel Co., Ltd., Cheadle, Staffs. [4452

BARTLETT.—Healey 1951 Tickford saloon, speedometer mileage 12,000, one owner, finished in blue with grey leather upholstery, year's tax, original condition, unmarked, to-day's list price £2,490; unrepeatable bargain, £1,495.—27a, Pembridge Villas, W.11. [C1013

1951 (Feb.) 2-litre Healey Silverstone 2-seater sports, free of covenant, colour red with beige upholstery, good tyres, 100 mph performance; mileage 12,000; magnificent condition throughout, rev counter and luggage grid fitted as extras; reason for sale owner purchased Healey saloon; unbeatable value at £1,1..5.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795/6. [4464

Healey Cars Wanted

BARTLETT.—The Healey buyers.—27a, Pembridge Villas, W.11. [W1013

HILLMAN 10

C. & S. MOTORS offer:

1935 Hillman 10 4-door saloon, excellent appearance and condition, fitted good tyres; £139. —Dudden Hill Lane, Neasden. Gladstone 8605-6. [C1064

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx saloon, one owner, showroom condition, Mark IV model; £845.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, blue, blue leather, 14,000 miles.

1950 Hillman Minx Mark IV drop head coupe, green, red leather, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

SPECIAL bargain.—1939 Minx d.l. saloon, as new; £350.—Rors, Euston 2780. [C3059

HILLMAN 10

PHILIP RICKARDS Ltd., offer:—

1949 Hillman Minx Phase III saloon, beige/red leather, radio, heater.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

ARTHUR MULLINER, Ltd., offer:—

1950 (Aug) Hillman Minx Mark IV saloon, black with brown leather upholstery, small mileage, one owner, extremely good example of this popular and economical model; it will pay you to telephone or write for the latest price list of our comprehensive stock and details of our incomparable guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

GUY SALMON AUTOMOBILES offer:—

1950 Hillman Minx Phase IV drop head coupe, 12,000 miles; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 Hillman Minx sal., green, 8,000 miles; £900

1950 Hillman Minx sal., black, 9,000 miles; £900.

C. A. PETO, Ltd., 48, North Audley St., W.1. Mayfair 3061. [C3043

1946 Hillman Minx saloon, grey, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8161). [C4046

1950 Hillman Minx Phase IV, heater, radio, blue low mileage; £795.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1936 Hillman Minx 10 saloon de luxe at £235; also 1938 at £285.

G.P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12. (100 yds Clapham South Tube.) Batt. 1107-8-9. [C2024

SALE, Hillman Minx, 1934, excellent order; £135. —247 Bellegrove Rd., Welling, Kent. [5209

279gns.—1939 (reg. 1940) Hillman 10 de luxe saloon, new engine, nice condition.—Below.

215gns.—1938 Hillman 10 saloon.—Autosnips, 8, Balham High Rd., Balham 1509. [C1009

1949 Hillman Minx Phase 3 saloon, colour blue, tyres good, moderate mileage; £835.

1949 Hillman Minx Phase 3 saloon, colour dove grey with red leather, mileage 15,000, taxed year, immaculate condition; £875.

1948 (October) Hillman Minx drop head coupe, heater, new hood, practically new tyres, leather upholstery, one owner, taxed year, excellent condition; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [C3011

1949 Hillman Minx saloon, leather upholstery, one owner, well kept; £695.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1950 (Sept.) Hillman Minx Phase IV saloon, grey, maroon, leather, one owner.

RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1947 Hillman Minx coupe, black/brown, speedo reading 20,000, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

UTILITY 10hp Hillman, folding flush seats, rear doors, finished grey, excellent throughout; £295; reg. July, 1946.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [C4040

1949 Hillman Minx, low mileage, blue with blue interior, many extras, rimbellishers, etc., must be seen; £695.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151-2. [C4048

1948 (registered) Estate car, excellent condition, taxed, radio; £425; exchanges.—Kingston 5993. [C1053

1949 Hillman Minx saloon, as new; £690; heater, etc.—Cranmore, 64, High St., Potters Bar 2040. [C1062

1948 Minx drop head coupe, grey, heater, fog lamp; £675.—P. D. Stenning, 35, Gordon Rd., Camberley. [5082

1939 Hillman Minx saloon, nice condition; £265.—Queens Rd. Autos, 62, Queens Rd., Peckham, S.E.15. New Cross 5989. [C3046

1949 Hillman Minx sal., fawn, 26,000 miles; £725. —Frickers of Holland Park (next door to underground). Park 5077. [C2016

1948 Hillman Minx; £595.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1947 Hillman Minx saloon, in first-class order throughout; £595.—Chesterfield Gardens Garage Mayfair 6702, London. [8017

1937 Hillman Minx 10hp saloon de luxe, one owner, comparatively low mileage, in immaculate condition; £295.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood S.W.19. Liberty 1604. [C3048

1949 (Aug.) Hillman Minx saloon, green, brown leather, 7,000 miles only, as new, fitted heater.—Dobsons, Ltd., Staines, Middlesex. Tel. 801. [C1074

1950 (Oct.) Phase 4 Minx saloon, grey/red, heater, immaculate; £785.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1947 Hillman Minx saloon, finished in black, nice condition, all round bargain; £595.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [C2029

1946 Hillman Minx drop head coupe, grey, blue leather, well maintained and in excellent condition, including tyres, private seller; £550 or offer.—New Cross 1448. [5180

1947 Hillman Minx coupe, under 14,000 mileage, serviced regularly, fully insured, perfect condition, genuine bargain; £650.—Felbridge Post Office, East Grinstead, Sussex. [5067

HILLMAN 10

GORDON CARS (LONDON), Ltd.—1948 Hillman estate car; £725.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

1947/8 Hillman estate car shooting brake, immaculate condition; £495.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. [C2022

750gns.—Hillman Minx, 1950 Phase IV saloon, black, red leather, heater, one careful owner, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

595gns.—Hillman Minx, 1948 series, 10hp Phase II foursome drop head coupe, black, fawn leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

495gns.—Hillman Minx, 1947, 10hp saloon, grey, sliding head, radio, excellent condition; terms, exchanges.—Rowland Smith, below.

325gns.—Hillman Minx, June 1938, 10hp foursome drop head coupe, green, green leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Hillman Minx Phase IV, black, red leather, 15,000, loose covers, heater, rimbellishers, overriders, clock, spotlight, taxed year, showroom condition; £900.—Ewell 5239. [5078

1950 Hillman Minx Phase IV saloon, fawn, red leather upholstery, very good condition small mileage, reasonable offers.—Holywell Garage, Ltd., London Rd., Hinckley. Tel 152. [4566

AMONGST the large number of cars being offered at auction by J. Trevor & Sons on Wednesday and Thursday, the 25th and 26th June, at Olympia, will be a number of Hillman Minxs. [4571

1950 Hillman Minx Phase IV saloon (Aug.), fawn, red leather, heater, one careful owner, genuine mileage 13,500, immaculate condition, any trial or examination; nearest offer £825; terms.—W. H. Wharton, "The Garage," Duke St., Millom, Cumberland. Tel. Millom 236. [5130

TANKARD & SMITH, Ltd., offer 1947 Hillman Minx drop head foursome coupe, in fawn with matching leather upholstery, very carefully maintained and in immaculate condition throughout; £575; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [C4026

HILLMAN 14

£285.—1938 Hillman 14 de luxe saloon, black, red leather, unworn tyres, excellent runner, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£399!—Magnificent Hillman 14 de luxe saloon, bodywork spotless, interior excellent and mechanically 100% large 5-seater car with outstanding economy; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley N.12. Fin. 6221. [C2052

1939 Hillman 14, one owner, 7,000 miles only since new engine, attractively cellulosed in cream, interior exceedingly clean, perfect condition throughout; £425.—Soho Garage, Soho Sq., W.1. Ger. 6678-9. [5164

Hillman Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871

R

S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

R

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 6411).

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.

ROOTES, Ltd., Devonshire House, Piccadilly W.1. Tel. Grosvenor 3401. [0108

CASH immediately for good Hillman.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

PHŒNIX MOTOR Co. (SURREY) Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0434

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184 Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co. Ltd., Parliament St., Nottingham. Tel. 46381. [0652

FERRARIS OF CRICKLEWOOD buy Hillman Minx saloons, good 1939 or post-war models; H.P. settled; drive in, write or 'phone.—200-220 Cricklewood Broadway, N.W.2. Gladstone 2234. Open 7 p.m. week-days. [W2008

Hillman Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0223

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hillman Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0364

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.—79-81 Kings Rd., Fulham, S.W.6. Renown 1183. [0676

REPAIRS, reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0261

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

1951 (1950 show model) Hotchkiss 3½-litre Anjou saloon with twin carburettors, colour grey, fitted with radio, heater, demister and Trico windscreen washer, speedometer reading 8,000 miles.

1950 (1949 show model) Hotchkiss Paris/Nice 4-door saloon with twin carburettors, colour grey with blue leather upholstery, Cotal electric gear box, speedometer reading 26,352 miles, in excellent condition throughout.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for early delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594

HUDSON

SIMPSONS (EDGWARE).

1938 Hudson 17hp saloon, fitted radio, really immaculate and in super condition; £375.

SIMPSONS MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 39966 and 7070. [C4014

GUY ALFREDS & Co. offer:—

1938 Hudson drop head foursome coupe, in post-war condition.—6-7, Warren St., W.1. Euston 3268. [C1005

B. J. HUNTER, Ltd., offer:—

1939 Hudson 17 saloon, steering gear change, fitted reconditioned engine; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BLUE STAR GARAGES, Ltd., offer:—

1947 model Hudson Commodore Eigt., fixed head coupe, finished polychromatic grey, fitted radio and taxed year; £1,300.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

GUY SALMON AUTOMOBILES offer:—

1947 Hudson Commodore Straight 8 4-door sedan, heater, radio, immaculate condition; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1939 Hudson 17 fixed-head coupe, very good condition; £295.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184 10 a.m.-7 p.m. [C1030

1937 Hudson 16.9hp Terraplane, in very nice condition throughout, excellent performance and not heavy on petrol; a lot of motor car for £225.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Tel. Liberty 2494. [5006

£235.—1937 Hudson 8 drop head coupe, an attractive car in good condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£1395!!!—Hudson Commodore Eight saloon, 1947 model, series 174, beautiful streamlined bodywork in latest American shade of deep maroon, immaculate interior in 2-tone grey broadcloth, nylon seat covers, radio, heater, etc., whitewall low pressure tyres, 21,000 miles.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday-Saturday. [C1035

HUDSON.—Straight Eight saloon, long wheel base, with or without division; this car is guaranteed by the owner to not have exceeded 30,000 miles; recently overhauled and repainted, one owner only, first reasonable offer accepted.—Broom, 17, Headfort Place, Halkin St., Hyde Park Corner, S.W.1. Sloane 1019. [4994

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/3903. [0465

Hudson Spares and Service

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17.—Motolympia, Welshpool. Tel. Oswestry 480. [0425

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1935-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

CAR MART, Ltd.

1950 Humber Hawk saloon, 4,000 miles; £1,250.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

B. J. HUNTER, Ltd., offer:—

1950 Humber Hawk saloon, low mileage, fitted radio and heater; £1,095.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT offer:—

1950 Humber Super Snipe Mark III saloon, dark green, beige leather, 1,000 miles.

1950 Humber Hawk 16hp saloon, black, brown leather, 8,000 miles.

1951 (balance Covenant to be signed) Humber Super Snipe touring limousine, black, radio and heater, 13,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

McKINNON MOTORS, Ltd., offer:—

1951 series (Nov. 25th, 1950) Humber Hawk saloon, black, red leather, sliding roof, Mark IV, 16hp engine, Smith's heater, over-riders, twin chromium spot lamps, screen wash, special thief lock, taxed Dec., 6,000 miles only, genuine, as brand new car; £1,395; 6 months' guarantee.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

GUY SALMON AUTOMOBILES offer:—

1951 model Humber Super Snipe saloon, colour satin bronze, H.M.V. radio and heater; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Individuality new and used.

1950 Humber Super Snipe Tickford coupe; £1,295.

1949 Humber Super Snipe; £1,175.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1950 Humber Super Snipe 5-seater touring limousine, grey, grey leather, moderate mileage, fitted extras, a similar new model £1,743; our price £1,125!!!.

1950 (Oct.) Humber Hawk Mark IV saloon, green, red leather, 3,000 miles only, as a new car!!! To-day's reduced price £1,295.

PHŒNIX MOTOR COMPANY (SURREY) LIMITED, SUTTON, Surrey. Vigilant 1121. [C3044

1937 Humber 12 saloon, very well kept car; £260.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692 or 3408. [C2019

GORDON CARS (LONDON) Ltd.—1950 Humber Hawk 16hp saloon; £1,195.

GORDON CARS (LONDON) Ltd.—1949 Humber Hawk 14hp saloon; £1,095.

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk 14hp saloon; £850.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

1949 Humber Hawk, colur black and brown leather, heater, moderate mileage, taxed year; £1,100.

1949 Humber Super Snipe saloon, black and brown leather, mileage 18,000, radio, spotlessly clean; £1,075.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [C3011

1950 Humber Super Snipe Tickford coupe, silver sand, red leather, radio, heater, one owner, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

HUMBER Pullman 1947, black, ace plates, radio, heater; genuine bargain at £475.—Tel. Bournemouth 777. [5106

RECONDITIONED Super Snipe chassis 1948 model, new body fitted, needs spraying and completing; drive away; £350.

R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0637

HUMBER Super Snipe, Phase II, immaculate condition, radio, heater, covers.—Tel. May. 8240. After 5.30 p.m. Wim. 2078. [5284

1949 Humber Imperial saloon, beige upholstery, 26,000 miles, chauffeur driven, heater, excellent condition.—Box 0607. [4173

1950 Humber Hawk saloon, sea green, 13,000 miles only, very carefully used; £1,125.—John Trigg, Ltd., Esher 1234. [C4033

1947 Humber Hawk saloon, black, brown leather, reconditioned engine, specially equipped and in superlative condition; £650.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. [C3007

1951 (June) Humber Super Snipe, as new, low mileage, many extras, licensed, B.M.T.A. permission. £1,395.—Brooks Garage, Martock. [4895

1948 (Oct.) Humber Hawk saloon, 17,000 miles, perfect condition, one titled owner; £900.—Apply Chauffeur, 6, Pont St. Mews, S.W.1. Ken. 4228. [4697

1949 Humber Super Snipe saloon, black with brown leather, very carefully maintained; £975.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1950 Humber Super Snipe, Tickford convertible, black, brown leather, every extra, immaculate.—Olivier, 2, Chaucer Rd., Cambridge. Tel. 56942. [5041

HUMBER

1950 Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 16,000 miles, A.A. report available; £1,025.—Campbell Symonds, Wembley 6262. [C1037

HUMBER 23hp 7-seater saloon, 1934, taxed Dec., really first-class condition, any trial; £275.—Francis, Mortimer House, Linton. (Tel. 308) Cambs. [4875

1947 Humber Pullman, black, 30,000 miles, immaculate; £1,150.—Tel. 491, Camberley, Surrey. [4888

1949 Humber Hawk saloon, Mark III, black with fawn leather, most attractive condition; £895.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

18hp Humber, first registered August, 1948, one careful owner-driver only, is in exceptional condition.—Kennet Motor Works (1949), Ltd., Hungerford. Tel. 64. [5250

1948 (Nov.) Humber Super Snipe, fitted radio, nylon covers, discs, definitely cannot be repeated; £550.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

£695.—1948 Humber Snipe 18hp black with brown upholstery, 18,000 miles, one owner, in new condition.—G. S. Hall, 302, King St., W.6. Riverside 2881. [C2051

1949 Humber Super Snipe de luxe saloon, leather, radio, heater, etc., low mileage; £945.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

370 miles.—1951 type (Oct., 1950) Humber Super Snipe Mark III saloon, radio, heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1950 Humber Imperial 7-seater saloon, maroon, brown upholstery, radio, one owner, first registered July, 1950; total mileage 24,500, condition as new; £1,600.

W. P. MAIDENS, Sleaford, Lincs. Tel. 135. [3644

AMONGST the large number of cars being offered at auction by J. Trevor & Sons on Wednesday and Thursday, the 25th and 26th June, at Olympia, will be a number of Humbers. [4572

1949—50 Humber Super Snipe, steel grey saloon, immaculate coachwork and mechanically perfect, only 17,000 miles, regularly maintained; £1,000.—Stains, Puttridge, Ross-on-Wye, Hereford. Ross 4. [5160

1950 (March) Humber Hawk 14hp saloon, guaranteed genuine 10,600 miles, beautifully maintained and absolutely like new; exchange considered.—Greenways, Lockerley, Nr. Romsey, Hants. Lockerley 312. [C1013

430gns.—1940 Humber 16.9hp 4-door de luxe saloon, reconditioned engine, leather upholstery, magnificent condition; £155 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [C1049

NEW Humber Pullman 7-passenger limousine and Humber Imperial 7-seater saloon without division available for almost immediate delivery; write for brochure and fullest details; your present car taken in part exchange.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

£444!—Humber Super Snipe de luxe saloon, as modern as post-war model, fitted extras, radio, heater, spot lamps, horns, etc., worth £100, magnificent value; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421 High Rd., Finchley, N.12. Fin. 6221. [C2052

ARCHIE SIMONS & Co., Ltd.—1949 Humber Pullman limousine, colour black, large face forward occasionals, winding division, privately owned, nominal mileage, an opportunity to purchase this lavishly appointed carriage, including radio and heater, at less than half its original price; offered at £1,275.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

A & S Fifty Limousines (List posted) 1937, partition, widest occasionals, Thrupp Maberly (swept tail), black, £565. Also

LIMOUSINE, 1947, partition, forward occasionals wonderful condition throughout, small mileage private, bargain price.

1949 Limousine, Phase-II, partition, forward occasionals, low mileage, original owner, delightful condition, low cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Humber Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0672

R
ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Humber cars.
BIRMINGHAM.—Lower Temple St. (Central 8411).
MANCHESTER.—123, Deansgate (Blackfriars 6677).
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2251.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

ROWLAND SMITH'S

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

PHŒNIX MOTOR Co. (SURREY) Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Humber Cars Wanted

CASH immediately for good Humber.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

CAMDEN MOTORS urgently require good pre- and post-war Humber Pullman limousines particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars. —R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0653

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

CROYDON.—Local service promotes satisfaction. Bring your Humber car to us for regular servicing. Main agents for the Rootes Group.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Cro. 4600-4632. [0867

INVICTA

114 mph with the hood up, special 4½-litre open 4-seater, rebuilt July, 1949, at cost reputed to exceed £1,400, 7,000 miles since, probably the most striking sports car offered for sale.—Speedsters, Ltd., Horley 628. See Sports Car Column. [C4020

JAGUAR

H
HENLYS, Ltd.
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House Piccadilly W.1. (Grosvenor 2287.)
HENLY House, 385 Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0027

CAR MART, Ltd.

1949 Jaguar Mark V 2½-litre saloon, 12,000 miles; £1,395.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

R. F. FUGGLE Ltd.

1949 3½-litre Jaguar, 6,000 miles, black, interior red leather.

R. F. FUGGLE Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

B. J. HUNTER, Ltd., offer:—

1949 Jaguar 3½-litre Mark V saloon, numerous extras including fitted suitcases, radio, heaters, etc.; £1,075.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

SAUL & SLATTER, Ltd., offer:

1950 Jaguar Mk. V 3½-litre saloon, black, with brown leather upholstery, radio, in excellent condition throughout; £1,450.

44—46, Aldermans Hill, N.3. [C4031

GLANFIELD LAWRENCE offer:—

1947 Jaguar 1½-litre Special Equipment saloon, black/brown, engine reconditioned, superb; £895.—407, High Rd., N.12. Finchley 0091. [C2053

PHILIP RICKARDS, Ltd., offer:—

1949 Jaguar 3½-litre saloon, gunmetal grey, radio. —Below.

1947 Jaguar 3½-litre saloon, black, radio, 33,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

ARTHUR MULLINER, Ltd., offer:—

1950 (March) Jaguar Mark V 2½-litre saloon, attractively finished in lavender grey with green leather upholstery, fitted heater, very carefully used by previous owner, and immaculate throughout; it will pay you to telephone or write for the latest price list of our comprehensive stock, and details of our incomparable guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

D. J. SHEPHERD & Co. (Enfield), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

JOE THOMPSON (MOTORS), Ltd., offer:—

1951 model Jaguar 3½-litre, colour black, 8,000 miles; £1,650.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

JAGUAR 1¼-litre 1948 saloon, superb condition; others from £775.

SWANMORE GARAGE, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [C4024

JAGUAR

GUY SALMON AUTOMOBILES offer:—

1947 Jaguar 1½-litre special equipment saloon; £750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1949 Mark V Jaguar sal., 30,000 miles, one owner, blue, radio, heater, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1950 Jaguar 3½-litre saloon, speedometer reading 8,100 miles, extras, one owner.

RIPCO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081

XK120 Jaguar, registered November 1950, not raced, good condition; £1,600 for quick sale.—Box 0617. [4232

1949 Jaguar Mark V 3½-litre saloon, black, immaculate condition; price, £1,475.—Douglas Benson, 11, Aldford House, Park Lane, W.1. [5254

1950 Jaguar 2½-litre beige saloon, one owner, small mileage, immaculate; £1,500.—Uplands 0633. [4904

£395.—Jaguar 1½-litre 1938 d/h coupe, superb running car, new hood, interior as new; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [C1017

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London area dealers.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

1½-LITRE Jaguar saloon (Dec., 1946), grey with red leather, carefully owned; £675.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1949 (Sept.) Jaguar Mk. V saloon, 15,000 miles, immaculate.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1949 Jaguar 3½-litre sal., grey; £695.—Jack Olding & Co., 8/10, North Audley St., W.1. Mayfair 5242. [C3030

1939 1½-litre Jaguar 4-door saloon; £465.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1947 Jaguar 3½-litre saloon, fitted heater and demister, etc., immaculate; offers near £800.—Kip Hill Garage, Stanley, Co. Durham. [5144

1949 S.E. Jaguar 1½-litre saloon, black, excellent condition, fitted radio; £875.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181. [C4051

1939 Jaguar 2½-litre mech. perfect, attractive appearance, outstanding performance; £395. —Soho Garage, Soho Sq., W.1. Ger. 6678/9. [5165

1946 Jaguar 1½ sal.; £615.—Blue Star Garage, 617 Finchley Rd., Hampstead, N.W.3. (Ham. 2254). [5174

NORMAN Roundhill, Ashtead, offers 1948 2½-litre Jaguar saloon, black, trimmed brown hide, radio, Ace discs, really immaculate condition; £765.—Tel. 34. [5288

1939 Jaguar 1½-litre saloon, black, brown hide, first-class condition, taxed, insured year; bargain at £475.—Grimes, 25, Aberdore Rd., Cardiff. [4963

1948 2½ Jaguar saloon, black, exceptional condition; £950; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1948 1½-litre Jaguar, special equipment, finished in black with Bedford cord trim; one owner, in immaculate condition, any inspection or trial; £875.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3678. [5171

1947 1½-litre Jaguar saloon, special equipment and with H.M.V. radio.—Halls, (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [5231

1947 Jaguar 2½, spotless, lavender grey, upholstery red, excellent engine, radio, licensed year, ins., terms appr. buyer; £775, o.n.o.—Tel. Park 8774. [5244

1951 (June) Jaguar Mark VII saloon, B.M.T.A. permission and subject to balance of Covenant.—Murkett Bros., Ltd., Huntingdon Rd., Cambridge. Tel. 3226. [5060

1950 Mark V Jaguar saloon, black, beautiful condition, special low price.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [4782

£250.—1937 Jaguar 2½-litre sports saloon, excellent runner, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 Jaguar Mark V saloon, finished black with fawn leather, has been very well maintained; £1,575.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1939 Jaguar 1½-litre saloon, this car has been completely reconditioned and is definitely indistinguishable from new, please write for details; £525; terms and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester 6. Pen. 3457. [C3000

595 gns.—Jaguar, July, 1946, 1½-litre saloon, black, sliding head, brown leather, Ace discs, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Jaguar, July, 1946, 3½-litre saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Mark V 2½-litre Jaguar saloon, black/brown, 9,000 miles, private owner, absolutely as new, seat covers, chrome wheel discs; £1,550. —Telephone Tudor 7123. [5114

1947 Jaguar 2½-litre black saloon, excellent condition, engine completely overhauled and nickel chrome liners fitted by Laystall 1951; £850.—Greenways, Banstead Rd., Banstead. Ewell 3827. [5121

£885.—Jaguar 3½-litre saloon (1949), finished black with brown leather, extremely well maintained, 19,000 miles only, one owner.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

JAGUAR

CAMDEN MOTORS.—Jaguar 1½-litre 12hp sports saloon, late 1937, an immaculate little motor, dark blue coachwork unmarked, engine reconditioned throughout, fine performance; £395.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp drop head foursome coupe, 1939, black/red leather, sound order, hood a trifle shabby; £395.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, black/brown, steering and brakes just overhauled, very good goer; £445.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp drop head foursome coupe (July, 1939), fitted brand new hood and 5 new tyres, extras; £445.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, fitted reconditioned engine last November, 6,000 careful miles; £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon (January, 1947), silver-grey, red leather, outstanding condition, one owner; £795.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, an excellent runner with fine performance, good tyres, reasonable coachwork; £245.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, similar model to above, later registration and in superior condition; £295.

CAMDEN MOTORS.—Jaguar 2½-litre drop head foursome coupe, 1939, works maintained since new, a really nice car in tip-top order; £495.

CAMDEN MOTORS.—Jaguar 2½-litre drop head foursome coupe, 1949, one of the very few post-war drop heads ever manufactured, immaculate appearance, full special equipment, small mileage, definitely a car for the Jaguar enthusiast; £945.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1938, silver grey, blue leather, magnificent performance, delightful to handle; £395.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1939, metallic bronze, fawn leather, £160 overhaul recently; recommended at £495.

CAMDEN MOTORS.—Jaguar 3½-litre special competition model 100, 2-seater, 1939, a very special car maintained and equipped regardless of cost, engine recently rebored and over £250 bills available for mechanical and other work, numerous extras, stoneguards, aero-screen, etc.; £595.

CAMDEN MOTORS.—Jaguar 3½-litre special equipment saloon, late 1946, black/brown, H.M.V. radio, discs, etc., beautiful condition; £675.

CAMDEN MOTORS.—Jaguar 3½-litre Mark V saloon, 1950 (July), black, brown leather, completely immaculate throughout, very small mileage, all extras, H.M.V. Radiomobile, heater, etc.; £1,395.

CAMDEN MOTORS, Jaguar specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country, showrooms open till 8 p.m. Monday-Saturday. [C1035

1936 SS.2 12hp sports saloon, black, red leather, genuine 33,000 miles since new, has been laid up a long period, one owner, exceptionally fine car.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [4001

1938 Jaguar 3½-litre saloon, grey, reconditioned throughout, recelluloided, looks like a 1948 car; £595.—Mayfair Carriage Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [3004

1949 (March) Jaguar, 3½-litre saloon, black, sliding head, brown leather, H.M.V. radio, heater, new tyres, low mileage, showroom condition; £950.—Tel. Havant, Hants 688. [4902

1947 (January) Jaguar 2½-litre, excellent condition, black and chrome, red leather, radio, heater, Ace discs, fully equipped; £850 or offer.—Tel. Wallington 4993. [4624

1939 1½-litre drop head foursome, bills for £300 recondition, quite spotless, as new; also choice of two model 100 2-seaters.—Speedsters, Ltd., Horley 628. See Sports Car Column. [C4020

£730.—1947 Jaguar 3½-litre saloon, black, brown leather, heater, two owners, in very nice condition.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1939 3½-litre Jaguar, green, sun roof, green leather, reconditioned engine good condition throughout; £345.—Douglas Car Sales, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

LANCASHIRE specialized sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591

1939 2½-litre, reconditioned throughout, £120 spent in last six months; £475, or would consider exchange with Austin 10, 12 or 16.—After 6 p.m. 46 Park Dale Crescent, Worcester Park, Surrey. [5220

1937 Jaguar 1½-litre saloon, black, beautiful condition, resprayed, rechromed, new tyres and battery, interior fair; £450; prefer exchange open 4-seater, M.G. VA, 12/70 Alvis or similar.—Box 0899. [4962

1940 Jaguar 2½-litre saloon, metallic grey, regularly maintained and generally in excellent condition, Ace discs, almost new tyres, private seller, only one other owner £525 or offer.—New Cross 1448. [5181

1950 Jaguar 3½-litre Mark V suede green saloon, lovely condition, fitted H.M.V. radio, heater, mileage 21,000; £1,550 or nearest offer.—Halford, The Hermitage, Woldingham, near Caterham, Surrey. Tel. 2146. [5148

1950 Jaguar Mk. V saloon, 3½-litre, lavender grey and red leather, immaculate condition, one owner, mechanically sound, under 13,000 miles.—Hotel Alexandra, Queen's Promenade, Douglas, Isle of Man. Tel. 2742 or 1956 Douglas. [5166

1949 (September) Mk. V 3½-litre Jaguar saloon, total mileage under 7,000, heater, double dip headlamps, excellent condition throughout; £1,300, no offers.—Write Box N.5470 A.K. Advs., 212a Shaftesbury Ave., London, W.C.2. [4391

1951 (March) Jaguar Mark V 3½-litre drop head coupe, black, brown leather, 10,000 miles; personal property of engineer, condition as new throughout; B.M.T.A. permission to sell.—Murkett Bros., Ltd., Huntingdon Rd., Cambridge. Tel. 3226. [5185

1938 Jaguar 100 2-str. competition sports, gunmetal grey, red leather, reconditioned engine, June, 1952, costing over £150, new tyres, bodywork immaculate, new hood, mileage 41,000, privately owned; offers over £500.—36, Selbourne Rd., Hove, Sussex. [5216

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1947 Jaguar 3½-litre saloon, fitted heater, demister, most beautifully and attractively finished in Jaguar gunmetal grey, interior upholstered in silver/grey leather, the whole car is unblemished, mileage 32,000, fitted chrome Ace discs, indistinguishable from new in every detail; £650; also similar model to above pre-war coupe, beautifully refinished black with new maroon mohair hood, new engine February, 1952, a superb car, £450. We have several Jaguars, 1½-litre saloons and coupes from £450.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 3457. [C3000

Jaguar Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. [0873

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1205/7173. [W4002

CASH immediately for good Jaguar.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

CAMDEN MOTORS urgently require good 1939-40 1½-litre Jaguar saloons; particulars and price to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

Jaguar Spares and Service

H

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 1205/7173. [S4002

REPAIRS; reconditioned gear boxes (guaranteed).—10, Winchester Mews, N.W.3. Pri. 2647.

WANTED, XK120, new condition, not more than 15,000 miles; up to £1,700 for really good car.—Fry, Seacroft Esplanade, Skegness. [5239

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London area dealers for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock, specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

JEEP

COACHCRAFT offer:—

JEEP (Ford) useful vehicle in good order; £135 o.n.o.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1053

WHAT car can I get "made to measure"?—a Metamet converted Jeep.—980, Belsize Lane, N.W.3. [0534

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

AUTOWORK, Ltd., Winchester, for good Jeeps and trailers; comprehensive stocks of spares.—Winchester 4834/3406. [C1010

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

£350.—Amphibious 16hp Jeep, stripped and overhauled throughout, new tyres, 60 miles per hour on land, fast in water, complete with power winch, anchor, etc., great fun in sea.—Swandean Garage, Ltd., Worthing. Tel. Swandean 100. [5200

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket, sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.)

JACK OLDING & Co., Ltd., Willys-Overland Distributors for the United Kingdom. Spares and Service: 84-90, Holland Park Avenue, W.11. Park 5077. [0190

JENSEN

CASS'S MOTOR MART.—1938 Jensen 3½-litre sports saloon, reconditioned written guarantee.—5 Warren St., W.1. Euston 4110. [C1040

JOWETT

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A

JOWETT

FROM

CLARKE'S OF PIRBRIGHT.

PIRBRIGHT, Surrey.

WE would remind Jowett owners that Jowett Cars, Ltd., recommend that their cars are serviced by Jowett main agents; we regard ourselves as the leading main agent in the South of England as we operate a day and night service in the Woking, Aldershot and Guildford area of Surrey, and have factory trained mechanics and an immense stock of spares and equipment to deal with all repairs and services to Jowett products.

OUR used stock, carrying a 6 months' guarantee, includes:—

1951 1950 and 1949 Javelin de luxe saloons.

1950 standard saloons,

1947 vans.

TRADE enquiries invited.

CLARKE'S OF PIRBRIGHT. Pirbright, Surrey. Brookwood 2201/2. [0322

H

M

B

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 Javelin saloon de luxe, metallic grey with red leather, 8,000 miles only, useful extras; £1,125.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1948 Jowett Bradford utility in first class condition, £475.

BREW BROTHERS, Ltd., 135, Old Brompton Rd., S.W.7. Ken. 2468. [5232

CAR MART, Ltd.

1949 Jowett Javelin saloon, 12,080 miles; £875.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

DENHAM SERVICE STATION, Ltd.,

THE used Javelin enthusiasts, offer:—

£925—1950 (October) Javelin de luxe saloon, black, brown leather upholstery, recent overhaul in our own works, one owner.

£925—1950 (October) Javelin de luxe saloon, blue, beige leather, one owner.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Denham 2266. [C1070

1950 Javelin de luxe, 8,000 miles, grey/red, as new.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1949 Jowett Javelin, black, beige leather, very low mileage; £895.—Odeon Motors, Ltd., Barnet 4100. [C3028

1939 Jowett 8 saloon, sound condition throughout, good tyres, loose covers; £295.—Clarke's of Pirbright, Pirbright, Surrey. Brookwood 2201-2. [5235

JOWETT and Javelin main agents, spare and specialised Service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422

1949 Jowett Javelin de luxe saloon, black with leather upholstery, fitted heater immaculate condition throughout; £785.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021

1950 (Nov.) Javelin de luxe saloon, grey/red, immaculate one owner car, 9,000 miles; £1,050.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4008

ROSE & YOUNG, Ltd., offer 1950 model Javelin, low mileage, beautiful condition; £750.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Peckenham, Kent. Tel. Beckenham 2565. [0302

1949 Jowett Javelin de luxe saloon, leather upholstery, golden sand, in very good condition throughout, exceptional value; £750.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

Jowett Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0874

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

JAVELIN required.—Write 65, Victoria Rd., Worthing, Sussex. [5101

DENHAM SERVICE STATION, Ltd., wish to buy late model, low mileage Javelins.—Oxford Rd., Denham, Bucks. Denham 2266. [W1070

Jowett Spares and Service

MILESTONE'S (SERVICE GARAGE) Ltd., main agents, Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch trade or private.—Tel. Erith 2469. 2629. 308, Erith Rd., Bexleyheath. [0571

CROYDON.—Godfrey's Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0463

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spare and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

Jowett Spares and Service

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6.

IN South Bucks.—Gordon White & Co., Ltd., are your Javelin Jupiter and Bradford main agents for specialised service and spares.—Tel. Gerrards Cross 2077. [0396

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park and 84, Eden St., Kingson 2241-2. [0879

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759

JOWETT Javelin, Jupiter and Bradford; for the convenience of the trade full spares service, repairs and guarantee claims facilities, now available at 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). [0023

LAGO TALBOT

BARTLETT.—The only car of its type: 120 mph Lago Talbot, 6-cyl. ohv engine, twin carburettor, Lago head, Cotal gear box, hydraulic brakes, independent suspension, fitted magnificent streamlined 2-seater coupe body with sunshine roof by Figoni, one of the prettiest ever built, fared in special Lucas head lamps, radio, twin speaker, chromium plated wheels, finished in grey with blue leather upholstery, superb roadhoding, standing kilometre 34 seconds; price £1,750.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

LAGONDA

GUY SALMON AUTOMOBILES.

LAGONDA and Aston Martin agents.

1952 demonstration model coupe available.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264

GUY SALMON AUTOMOBILES, offer:—

1950 (September) Lagonda 2.6-litre drop head coupe, passed by makers; £2,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

PERFORMANCE CARS, good selection always available, writen guarantee.—See under "Sports Cars."

BROOKLANDS, Lagonda distributors; demonstration latest models.

1950 Lagonda 2.6-litre saloon; £2,250.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.).

1934 16-80 5-seater saloon, chassis and coachwork well maintained, pre-selector gear box.

1934 16-80 Vanden Plas 2-seater, owned by enthusiast and in really splendid condition throughout.

1939 series L.G.6 4½-litre sports saloon, comprehensive overhaul now in progress, splendid example of popular model.

1939 V.12 4-seater drop head coupe, immaculate order, low total mileage and only 10,000 covered since fitment of completely reconditioned modified engine by Lagonda, Ltd.

FURTHER particulars of these and other 4½-litre and V.12 models now in course of preparation.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Popesgrove 5384. [0287

1939 V12 Lagonda saloon, stored several years, excellent condition, £10 tax; price £900.—Tel. Swindon 4547. [5030

LAGONDA drop head coupe 1938, taxed to Dec., new tyres, fitted radio.—For further particulars and trial apply Chauffeur, 6, Pont St. Mews, S.W.1. Ken. 4228. [4699

9000 miles.—1950 2½-litre Lagonda coupe, many extras, immaculate condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1950 (Nov.) Lagonda 2½-litre saloon, black, red leather, 16,000 miles, exceptional condition, one owner, passed by makers.—Castle's, Church Gate, Leicester. Tel. 65251. [4505

1951 Lagonda drop head coupe, demonstration model, dark green with grey upholstery, Radiomobile fitted; also 1952 model available, new, unregistered, to above specification, less radio.

W. P. MAIDENS, Sleaford, Lincs. Tel. 135. [3642

BARTLETT.—A very rare and beautiful car, Lagonda Rapide 12-cyl. sanction 11 engine, magnificent 2/3-seater drop head coupe body, finished in cream and green, complete with every conceivable extra and refinement, silent and effortless 80/90mph cruising speeds with superb road holding and suspension makes this car compare most favourably with any of the post-war high performance cars.—27a, Pembridge Villas, W.11. Bayswater 0523. [1013

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [0217

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

1951 (May) Lanchester 10hp saloon by Barker, black with green leather, heater and loose covers, 6,000 miles only (B.M.T.A. permission); £1,225.

1938 Lanchester 18 saloon, blue, in very good condition throughout; £450.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404); Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [C4022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

SPECIAL bargain.—Lanchester 10 saloon, as new; £265.—Roys, Euston 2700. [C3059

1937 Lanchester 14, excellent condition; £300.—Tel. White, Melton Mowbray 754. [5271

LANCHESTER 14, 1936, good condition, recently re-bored and overhauled; £260, or near.—Shearme, Condora, Gyllyngvase, Falmouth. [4965

1939 Lanchester 10 saloon, very nice order; £430.—Smith and Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C4019

1939 Lanchester 14hp sports saloon de luxe, i.f.s. suspension, excellent condition; £450; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

£385.—1939 Lanchester 11hp Roadrider, 6-light saloon, engine and gear box just completely overhauled at a cost of £120, a very reliable car in first-class condition.—Tel. Mac. 4938. [5155

1939 Lanchester 14hp saloon, £499; 1937 Lanchester 14hp coupe, £378; 1936 Lanchester 11hp saloons, choice of two, from £158.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

395gns.—Lanchester Roadrider, June, 1938, 14hp de luxe 4-door saloon, green and black, sliding head, green leather, preselector, IFS, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

265gns.—Lanchester 11, April, 1939, saloon, blue and black, sliding head, blue leather, preselector, radio, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

1929 light straight 8 31hp, a magnificent Weyman fabric sports saloon in makers' original brown and chocolate colours, one owner to 1949, everything in perfect preservation, carpets, woodwork, interior leather, etc., quite immaculate, taxed to Dec.; £350.—Pad. 4710. [C1007

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Lanchester.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

PRESENT stock includes an exceptionally good 1938 Aprilia saloon, and a 1939 Aprilia Farina cabriolet; also a really good Augusta saloon.

FULL details on request.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. [C4035

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

LANCIA APRILIA 1937, excellent condition and performance.—Write, Hall, Wansford, Driffield, Yorks. [5054

ARTENA 2-litre Farina 4-str. coupe, reg. 1940; £385.—6, Acre Lane, Carshalton, Surrey. Wal. 4696. [5125

1938 Aprilia, good condition, many extras; £450.—S. & S. Motors, 165a Westbourne Grove, W.11. Bayswater 1644. [4472

APRILIA 1939 sports saloon, mint condition; £695, o.n.o.; accept Vintage sports in part exchange.—Green, Gables, Oxford Rd., Moseley, Birmingham. [5134

LANCIA Aprilia cabriolet, reg. 1939, specialist maintained in first-class order, extras include Marchal headlamps, Scintilla Vertex magneto, mohair tonneau cover, twin Lucas headlamps, radio, etc.; 695gns.—Tel. Cunningham 8630, London. [4980

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0345

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0382

KEVILL, DAVIES & MARCH, Ltd., will buy secondhand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5656.) [0320

LEA-FRANCIS

DICKS

1948 Lea-Francis utility, makers' body, very attractive, maroon and cream; £795.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

1948 Lea-Francis sports, maroon, new tyres, radio, in faultless condition, recent works' check over, R.A.C. or A.A. inspection welcomed.—Cope, Alkington, Whitchurch, Shrops. Tel. Whixall 261. [5107

ARCHIE SIMONS & Co., Ltd.—1948 Lea-Francis fitted with most attractive 4-door utility body, wood and metal finish, rear loading, seats fold flat into floor, nominal mileage, one careful owner since new; offered at the very attractive figure of £750.—94, Gt. Portland St., W.1. Lan. 1543. [C4013

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering a Lea-Francis utility in exceptional condition, October 1949; new price approximately £1,880, a bargain at £975; we also have a good stock of used cars and commercial vehicles.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [4216

CHARLES FOLLETT, Ltd.—Sole distributors for Lea-Francis London and Home Countries, offer:—A splendid selection of used cars all with 3 months' guarantee.

1951 Lea-Francis 14hp estate car in superb condition, mileage 18,000, one owner; offered at £500 under list price; £1,350.

1951 Lea-Francis saloon 14hp, under 9,000 miles, one owner, finished green, over £250 under list; £1,675.

1950 Lea-Francis 18hp 6-light streamline sports saloon, 15,000 miles, silver grey with dark red upholstery, showroom condition; list price £2,365; special offer £1,825.

1950 Lea-Francis 18hp super sports 2/4-str., shuts up like a coupe, mileage 14,000, finished grey, very fast, list price £1,982; outstanding bargain, £1,295.

1950 Lea-Francis 14hp 4-light saloon, choice of two, grey and black, list price £1,930; from £1,375.

1949 Lea-Francis 14hp 6-light streamline sports saloon, black, one owner, 14,000 miles, immaculate condition, a very rare car; only £1,450.

ALL the above cars having been serviced by us carry our written guarantee.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cun. 5936. [C2010

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE Parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0596

MARAUDER

MARAUDER (new). See under "New Cars for Sale."—Arnold G. Wilson, Ltd. [4986

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 540K, with a Continental steering in exceptional condition.—Victoria 8715. [3535

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

£775.—Mercedes-Benz 500K foursome drop head, exceptionally attractive.

SWANMORE GARAGE, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [C4024

265gns.—Mercedes-Benz (registered October, 1937) type 170 16hp Continental foursome drop head coupe, maroon, red leather, independent suspension, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MERCURY

£895!!!—Mercury, superb example of low mileage, post-war, quality production, new condition throughout, imported 1949, taxed, A.A. inspection invited.—Value Cars, 362, Upper Richmond Rd., S.W.14. [4705

£1165!!!—Very special Mercury drop head foursome coupe 1948 model in metallic maroon with leather trimmed upholstery, nylon loose seat covers, power operated hood, radio, heater, Trico screen wash, etc., this car was imported into this country when only a few weeks old by the previous owner in December, 1948, it has been used during the summer months in each year, the mileage is definitely very low and the condition most immaculate.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday-Saturday. [C1035

M.G.

PC

M.G. T.C. 2-seater roadster, choice of 2, 1947, £535 and £495.

M.G. T.A. Tickford drop head, 1938, £425; M.G. T.A. 2-seater, 1939, £425.

M.G. T.A.s, choice of 6, 1937 to 1939; £285 to £395.

M.G. 2-litre d.h. foursome, spotless, 1938, £355; M.G. 12hp Magnette 4-seater, 1934, £275.

M.G. P.B. 4-seater, 1936, £295; M.G. 12hp Magnette 2-seater, 1936, £275.

M.G. P.A. 8hp 2-seaters, choice of 2, 1935; £295 and £275.

M.G. J2 8hp 2-seaters, 1933, choice of 2; £185 and £235.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841 (4 lines). West End Show Hall, 107, New Cavendish St., W.1. Mansion 8221. [C3041

CAR MART, Ltd.

1950 M.G. 1¼-litre saloon, 4,000 miles; £1,095.

1949 M.G. T.C. 2-seater, 9,000 miles; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

ELITE MOTORS offer:—

1938 M.G. V.A. 1½-litre sports saloon, black/beige, exceptional condition, engine overhauled May, 1951, at cost of £79; £425.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1939 M.G. P.A. sports 2-seater, indistinguishable from new, owned by an enthusiast, finished British racing green, fast and reliable, taxed December; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

JACK ROSE, Ltd., M.G. Agents, offer:—

1947 M.G. TC 2-seater, very clean inside and out, one owner; £545.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £675.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £750.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1631. [C4009

ACE SERVICE STATION (LONDON), Ltd., offer:—

1949 M.G. T.C., moderate mileage, £595.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1000

'38 M.G. 1½-litre spts. tourer, perfect throughout; £395.—Soho Garage, Soho Sq., W.1. [5166

1948 model T.C. M.G. 2-seater, in excellent condition throughout; £525.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054

1947 (June) M.G. 2-seater, genuine 36,000 miles, smart car.

ARLINGTON MOTOR Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. Tel. Howard 1266. [3240

M.G. L. Magna 1933 P.S. gear box, new bearings, completely overhauled.—Box 0963. [5224

1950 (Oct.) M.G. 1¼ saloon, 8,000 miles, black with red leather; £1,095.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353/1709. [4352

M.G. 1946 T.C., perfect mechanical condition, immaculate appearance; £500.—Balham 1524. [5213

1949 model (Oct., 1948), M.G. T.C., black; £575, o.n.o.—Tel. Rotherham (Yorks) 2005. [5092

M.G., 1949 (Sept.), T.C., blue and beige, taxed; £615.—Williams, 9, Salisbury Rd., Barnet 4168. [4900

M.G., '37, T.A., excellent condition; radio; £100 overhaul recently; £365.—Wil. 4918. [4051

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348.

M.G. 1939 2-litre coupe, taxed year, £315.—Vizer, 25, Cranmore Way, N.10. [4877

1946 M.G. T.C. model, green, green leather, 16,000 miles, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1950 M.G. T.D. 2-seater, ivory, red leather, spare unused, one owner.—Below.

1949 M.G. T.C. 2-seater, blue, beige leather, low mileage, extras, one owner.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

SPECIAL streamlined sun coupe M.G. 8hp, completely overhauled engine, good tyres; £250.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [C4040

1950 M.G. 1¼ saloon, 9,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

M.G. J.2 2-seater sports, good condition, bargain, £195.—Dew, 3, Bournewood Rd., Orpington, Kent. [4954

UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0505

M.G. T.C. 25,000 miles, excellent condition, highest offer taken.—Horsley, 121, Belper Rd., Bargate, Belper, Derbys. [4987

£425.—M.G. 1½-litre 1938 4-door sports saloon, a superb car throughout, really worth seeing; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [C1017

1937 M.G. T.A. 2-seater, immaculate, 5 new tyres, £365, terms, exchanges.—H. Rose, Lynch Garage, Uxbridge, Middlesex. Tel. Uxbridge 122. [C3055

1946 M.G. T.C. 2-seater, black, beige leather; £495.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

DEC., 1949, M.G. T.C. 2-seater, pale blue, perfect condition, extras, taxed Dec., any trial; £650.—74, Maple Crescent, Penketh, Warrington. Penketh 3101. [4979

NAYLOR & ROOT.—'48 M.G. TC 2-seater, black, green hide, 16,000 miles only; £625; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

1935 M.G. P.A. sports 2-seater, immaculate condition, new tyres, many extras, prettiest P type; 285 guineas.—Moss, 67, Walfield Ave., Whetstone, N.20. [5065

M.G. 1½-litre V.A. black saloon, late 1937, excellent condition throughout, £325; would exchange for good 2-seater, cash adjustment.—Bennett, 10, Swan Court, West Drayton 2341. [4918

'38 M.G. TA spts., 8,000 mls. since new eng., brakes relined, mech. perfect throughout, cream cellulose perfect, very clean interior, faultless performance; £350.—Soho Garage, Soho Sq., W.1. Ger. 6678-9. [5167

1947 M.G. T.C. 2-seater sports, in excellent condition throughout, carefully used car; £525.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

M.G. enthusiast, 2-litre saloon, 1939, body, chassis, coachwork excellent, mechanically perfect, brakes, tyres beautifully maintained; £450, no dealers.—Betham, Liberty 1896. [5273

1938 (April) M.G. 1½-litre saloon, black with beige leather, perfect; £430.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5110

1949 (Nov.) M.G. T.C., 6,000 miles, pillarbox red, immaculate condition, spare wheel unused; £775.—D. W., Tel. Gerrard 5072, Bayswater 5055, 52, Queens Ct., Bayswater, W.2. [4950

1939 2-litre open 4-seater, almost as brand new; also choice of 3 1938 1½-litre saloons and drop head fourseaters; also 1939 T.A. drop head.—Sportsters, Ltd., Horley 628. See Sports Car column. [C4020

1947 M.G. T.C. 2-seater, black, one owner and driver since new, fitted many extras including radio, heater, Windtones, Newton shock absorbers, full tonneau, etc.; £595.—Tel. St. Albans 4865. [4870

AMONGST the large number of cars being offered at auction by J. Trevor & Sons on Wednesday and Thursday, the 25th and 26th June, at "Olympia," will be a number of M.G.s. [4569

1950 M.G. 1½ saloon (Sept.), 17,000, manager's car, superb condition, carefully used and serviced, small car required for local use.—119, Mayals Rd., Blackpill, Swansea. [5135

M.G. T.C., '46, reconditioned engine and transmission, 5 new tyres, 30mps, many extras, spotless condition; 2,000 miles since overhaul; £600 or v.n.o.—Box 0926. [4091

M.G. T.C., October 1946, low pressure tyres all round, Newton shock absorbers, Windtone horns, twin spot lamps, special instruments, a perfect specimen of an M.G.; £565.

M.G. T.A., 1938, 2-seater sports; £345.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [C3036

MAYFAIR GARAGES, Ltd.—July, 1947, T.C. sports 2-seater, black, beige leather, nominal mileage, very smart car, in outstanding condition throughout; three months' guarantee; £525.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [C5009

1949 model M.G. TC 2-seater, low mileage, and in superb condition in every way, hood and sidescreens as new, finished in cream, with green inleather interior; £625.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151-2. [C4048

M.G. T.C., December, 1948, black and red, tyres as new, high ratio back axle fitted, standard bevels available, in excellent condition, one owner; £690 or nearest offer.—Bamford, Moor House, Uttoxeter. Tel. 188. [5021

JULY, 1939, M.G. TB drop head coupe, 4,000 miles since complete overhaul, engine steering box, brakes, springs, new set of Newton shock absorbers and extra low pressure tyres and wheels; £475.—147, High Rd., W.4. Chi. 0150. [4929

1947 M.G. T.C. red, fawn upholstery, radio, twin horns, Notek foglamp, other extras, meticulously maintained, first-class condition, view by appointment; £565.—59, Mount Ephraim Rd., S.W.16. Tel. Streatham 0814. [4406

746cc Q-type Zoller-blown M.G. single-seater, beautifully maintained, ready to race, four little used racing Dunlops, data and performance figures available; £275.—J. H. Lafone, Hylands, Kendal, Westmorland. Tel. 405. [4923

ROSE & YOUNG, Ltd., offer: 1949 M.G. T.C. 2-seater, low mileage, fitted extras, red with beige leather; £565.—65-69, Streatham Ave., Streatham Hill, S.W.2. (One minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1937 M.G., 2-litre saloon, carefully used and in splendid condition, unused since overhauled and repainted on arrival of owner's new car; in owner's hands since 1938; give away at £375, for quick sale.—Box 0907. [4971

PRE-WAR M.G. 1½-litre sal., property of motor engineer, mileage since new 22,000, utterly original black and fawn; £646 or would exchange with post-war popular model.—92, Firbright Rd., Southfields, London, S.W.18. Putney 5530. [4696

1950 engine, red M.G. 12hp 4-str. tourer, new black hood, sidescreens, springs, Rotofio s.s. rear stop wing lights, passlights, Windtones, rugs, rewired, mechanically perfect, res. 1938; £550.—Binns, 56, Bushmead Avenue, Bedford. [5084

695gns.—M.G. (September, 1947) 1½-litre saloon, black, sliding head, red leather, twin spotlights and demisters, built-in hydraulic jacks, moderate mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

595gns.—M.G. Midget (August, 1949) 11hp T.C. 2-seater, cherry red, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

445gns.—M.G. Midget (January, 1947) 11hp T.C. 2-seater, cream, fawn leather, radio, many extras, very good condition; choice of 7 T.C.s; terms, exchanges.—Rowland Smith, below.

395gns.—M.G. (1938 model) 1½-litre sports 4-seater, duo-green, green leather, Windtone horns, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

395gns.—M.G. (1938 model) 1½-litre special sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

275gns.—M.G. (May, 1938) 1½-litre foursome drop head coupe, grey, blue leather, good tyres; terms, exchanges.—Rowland Smith, below.

195gns.—M.G. Midget (1933 model) 8hp J2 2-seater, black, silver wheels, spare tyres unworn, carefully used, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

M.G. 2-litre saloon, 1939, recently overhauled and regularly maintained by experts, fitted twin high frequency horns and Lucas electric wind horns, heater, radio (licensed Feb., 1953), car licensed to Dec., 1952.—Bone.—Fry, 54, Seacroft Esplanade, Skegness. Tel. Skegness 112. [5236

M.G.

XXX £650, 1949 (Sept.) M.G. T.C. 2-seater, ivory and chromium, green leather upholstery, a really immaculate and outstanding example, lovely performance, thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2005

XXX H. F. Edwards offer exceptional 1939 2.6 M.G. drop head 4-seater coupe, metallic grey, blue leather, an immaculate car, thoroughly maintained and recommended; must be seen to be appreciated; written guarantee; terms, exchanges.—28, Upper High St., Epsom 9400. [C2001

TANKARD & SMITH, Ltd., offer 1947 M.G. 1½-litre saloon in dual green with beige leather, immaculate coachwork and interior, open to any inspection, very fast and economical, £795; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/5. [C4026

M.G. T.A., 1937, black and red, mechanically re-built 5,000 miles, better than new; chrome luggage grill, 5.50×17 rear wheels, Newton & Hartford dampers, Auster draught excluders, new tyres, hood, screens, upholstery and carpets, other numerous extras; a superb car for the enthusiast, one owner; 450.—Eastbourne 5604, 79, Pashley Rd., Eastbourne. [4927

1949 (Aug.) M.G. 1½-litre saloon, maroon with beige leather; new engine Dec., 1951, since done 7,100 miles only, fitted radio, heater, Windtone horns, carefully maintained, one fusspot owner, immaculate appearance; new set Dunlops, taxed year; £995 or near offer, no dealers.—Shenstone Grange, Bassal St., near Coventry. Tel. Berkswell 2238 or Coventry 64261. [4968

M.G. Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase M.G. Cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

M.G., T.D., Lester M.G., or similar, preferably one private owner.—Col. 7542. [5265

URGENTLY required, good pre-war M.G.—Hatfield, 200, Gt., Portland St., W.1. Langham 0012. [W2005

PERFORMANCE cars urgently require M.G. cars.—Great West Rd., Brentford, Middx. Ealing 6841. [W5341

URGENTLY required, low mileage 1948-50 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9767

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all makes M.G.; telephone or write for buyers to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock), Mayfair, W.1. Mayfair 5104-5

M.G. Spares and Service

M.G. J2 spares, crank-shaft, block, pistons, bearings, offers.—Whitfield, Dudbridge House, Stroud, Glos. [4915

PERFORMANCE Cars.—M.G. sales, service, spares.—Great West Road, Brentford, Middlesex. Ealing 6841. [S5041

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0208

M.G. spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5083. [0455

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette, exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10.30 a.m. to 1 p.m. [0849

MORGAN

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase specialists.

1948 Morgan 4/4 special sports roadster, finished attractive cream and red, outstanding performance, carefully maintained from new, negligible mileage; 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

GUY SALMON AUTOMOBILES offer:—

1950 (model) Morgan 4/4 drop head coupe, excellent condition; £575.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MORGAN Plus-4 2-seater, chassis only, complete with o.t. components.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C5018

1939½ Fd. rebored, ex. con.; £240, or offer.—11a, Peak Hill Ave., Sydenham, S.E.26. [5147

MORGAN 4-4 coupe, registered 1951, red, sound; £720, or offer.—Moore, 259, Monks Rd., Exeter. [5081

1937 Morgan 4/4, excellent condition throughout; £285.—Kingston, Beech Cottage, Oldlands, Fairseap, Nr. Uckfield, Sussex. [5043

MORGAN

525gns.—Morgan 4/4 1949 10hp drop head coupe, British racing green, black leather, 2 spare wheels, very carefully used, exceptional condition; choice of 3 Morgan drop heads; terms, exchanges.—Rowland Smith, below.

395gns.—Morgan 4/4 1948 10hp sports 4-seater, green, leather upholstery, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

Morgan Spares and Service

MORGAN 4/4 official spare parts stocklist, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 3733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor tourer, 15,000 miles; £685.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1039

B. J. HUNTER, Ltd., offer:—

1950 Morris Minor saloon, one owner; £745.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Minor saloon, grey with beige upholstery, recorded mileage, 9,500; £745.

836—842, High Rd., N.12. Hillside 0024. [C2027

1950 Morris Minor touring car, black, in superb condition; £635.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2015

MORRIS Minor tourer, 1949, excellent condition, heater; £585.—Farnborough, Kent. 5739, after 7. [5252

MORRIS Minor tourer, August, 1950, 5,600 miles, heater, unused 12 months; £700.—Hon. 4566. [5216

1950 (Feb.) Morris Minor sal., black/beige, one owner, taxed for year, 13,500 miles, heater, as new; £795.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029

FOR sale, 1950 Morris Minor tourer, mileage 15,000, spotless condition; £600, or near offer.—Milward, Somersall Hall, Chesterfield. Tel. 6276. [5070

1950 Minor saloon, grey, one owner, definitely as new; £715.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

1950 Morris Minor saloon, green; price £625.—Apply, F. D. Ward, Ltd., Westfield Ave., Higham Ferrers. Tel. Rushden 2458. [4887

£700—Black tourer, May, 1950, 15,000 miles.—Preston, R.A.F., Buntingsdale, Market Drayton. [4817

NAYLOR & ROOT,—'50 Morris Minor 4-seater, black/beige, 9,000 miles, unblemished; £675; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. [C5022

Morris Minor Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey. Vigilant 1121. [W5044

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0583

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase specialists.

1939 Morris 8 series E 4-door de luxe saloon, black, with blue leather upholstery, nearly new tyres, excellent running order, could be accepted as in 1948 condition; 369gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

ELITE MOTORS offer:—

1939 Series E Morris 8 4-door tourer, faultless mechanical condition, cellulosed in maroon, recently fitted new hood, every conceivable extra, including Philips push-button radio, twin Windtone horns, spot, reversing, parking and twin rear lights, wing mirrors, etc.; £395.

ELITE MOTORS, 951-961, Garratt Lane, Tooting, S.W.17. Broadway. Tel. Balham 2474 (4 lines). [C2005

H. A. SAUNDERS, Ltd., offer:—

1948 Morris 8 4-door saloon, grey with brown upholstery, recorded mileage, 14,400; £595.

836—842, High Rd., N.12. Hillside 0024. [C2027

WEMBLEY COURT MOTORS offer:—

1948 Morris 8 4-door saloon, fitted radio, appearance immaculate, perfect order throughout; any trial; £575.

1946 Morris 8 sunshine saloon, very good condition throughout; any trial; exceptional offer £400.

WEMBLEY COURT MOTORS, High Rd., Wembley. Wembley 0266. [C4050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

1948 Morris 8 4-door sal., 13,000 miles, as new; £545.

1948 Morris 8 4-door sal., 10,000 miles, as new; £575.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

SPECIAL bargain.—1939 Morris 8 saloon, good; £295. —Roys, Euston 2700. [C3059

MORRIS 8 1945 Series E utilicon; £225.—25, Kenlor Rd., Tooting, S.W.17. [5038

1939 Morris 8 Series E 4-door sln. recellulosed, exceptionally sound; £390.—Below.

1938 Morris 8 saloon, black; £265.—Smith and Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C4019

1946 Morris 8 saloon, good condition, leather upholstery, reconditioned engine; £450.

G & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

1938 Morris 8 saloon, beautiful condition, any inspection invited, no dealers; £325.—Box 0845. [4922

MORRIS 8 4-door sun saloon, 1935, nice condition; £205.—Kiddeys, Harberson Rd., S.W.12. Balham 2531. [5194

1938 Morris 8 sun saloon, 4-door, reconditioned engine, new tyres, taxed year; 250gns.—Box 3957. [5154

165 gns.—1936 Morris 8 4-door saloon, 5 new tyres, good runner.—Autosnips, 5, Balham High Rd., Balham 1509. [C1006

1936 Morris 8 2-door, sliding roof, very well looked after; £240.—Mitchell, 1, High Rd., Balham (2234), S.W.12. [5293

1946 Morris 8 de luxe saloon (guaranteed); £395; payments.—Vaughan 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1947 Morris 8 saloon, sun roof, two-door.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1042

1939 Morris 8 Series E 4-door sunroof saloon, green, leather upholstery; £350, no dealers. —Lee 0570 evenings. [5091

1937 Morris 8 tourer 4 seats, rebored and overhauled, splendid condition throughout; £225, o.n.o.—Waxlow 4756. Private. [5112

345 gns.—Morris 8 1939 de luxe 4-door saloon, black, sliding head, green leather, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Morris 8 (1938 model) de luxe 2-door saloon, green and black, sliding head, green leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4J18

1938 Morris 8 saloon, excellent condition, engine overhauled, new tyres; £285.—C. W. J. Coles, Ltd. (adjoining station), Blunt Rd., S. Croydon. [C1060

£185—1936 series Morris 8, 4-door de luxe saloon, an excellent little car in nice condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Morris 8 4-door de luxe saloon, really exceptional condition; £415.—Modern Service (Wimbledon), Ltd. High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014

1939 Morris 8 tourer 4-seat., black, new red leather upholstery, carpets, engine perfect, first-class condition throughout, taxed, insured Dec.; £330.—308a, Kings Rd., Chelsea, S.W.3. Flaxman 2705. [5116

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976

FERRARIS OF CRICKLEWOOD buy Morris 8 saloons, 1939 4-door models and post-war; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open 7 p.m. week-days. [W2008

MORRIS TEN

1947 Morris 10 saloon, sliding roof, taxed; any trial; £565.—Speedy, Sloane 7219. [5219

1939 Morris 10, good, clean condition; £380.—Salcott Motors, 1a, Salcott Rd., S.W.11. Bat. 1187. [C4000

1948 Morris 10 M saloon, mileage 33,000, new Morris engine; £625.—Cranmore, 64, High St., Potters Bar 2040. [C1062

1947 Morris 10, black/brown leather, excellent condition; £525.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

1947 Morris 10, 9,000 miles; £645.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

MORRIS s/lined 10 ser. II '35, recon. eng., txd., £315; 16ft 4-berth caravan L roof alloy ex.; £430 o.n.o.; deliver 198, Harrington Rd., S.E.25. Add. 5072. [4167

1947 (Oct.) Morris 10 4-door saloon, guaranteed mileage 13,000, virtually as brand new; £595.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. C2014

1936 Morris 10hp sun saloon, with new carpets, roof lining, dual loose covers, good condition; £225.—Ralph & Co., 22, Conduit Place, Spring St., Paddington, W.2. Tel. 8636. [5259

1947 Morris 10hp saloon, black with brown leather upholstery, this car is in perfect condition throughout with one previous owner and recorded mileage of 14,000 and has been maintained regardless of cost, taxed until end of the year and carries a 3 months' written guarantee; 540 guineas, exchange and terms a speciality.

MEALING MOTORS, Ltd., 99, Richardson St., High Wycombe. Tel. High Wycombe 2476. [5104

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, offer: 1939 Morris 10 saloon, a guaranteed econdition engine just fitted, also new Rotoflo s/as., etc.; black with brown leatherette and brown seat covers an excellent car throughout, any trial, guaranteed; £450; terms or exchanges.—Tel. Watford 4491. [C3002

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0977

ALMOST new Morris 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856

FERRARIS OF CRICKLEWOOD buy Morris 10 saloons, good 1939 models or post-war; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open 7 p.m. week-days. [W2008

MORRIS TWELVE

1939 12hp saloon, new engine, showroom throughout; £335.—93, Monarch Rd., Mitcham. [4794

£365—Morris 12/4 1939 4-dr. sln., super original cellulose, interior hardly used, recon. engine, excellent tyres; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6. (50 yds. Holland Park Tube). [C1017

1936 Morris 12 de luxe saloon, grey with blue leather upholstery, just been reconditioned mechanically, a very clean motor car; £285.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd S.W.15. Tel. Putney 3593. [C4030

1939 Morris 12 saloon, immaculate condition, taxed, insured, private owner; £375 o.n.o. —Evenings, after 6 p.m. 25, Nursery Rd., Brixton, S.W.9. [4998

WALTER SCOTT, Ltd.—1936 Series II Morris 12 de luxe saloon, 45,000 miles, exceptional, one owner; £285; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1938 Morris 12 saloon, black, in very good condition throughout, any trial, excellent value; £300.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [C4050

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MORRIS FOURTEEN

1936 Morris 14, black, green leather, reliable, excellent condition; £240.—Bowes Pk. 3081. [5052

1938 Morris 14hp 4-door saloon, s/r, fitted drawbar, ideal for towing caravan, new batteries, rings, king pins, etc.—'Phone Henham 262, Jones, Elsenham, Essex. [4910

MORRIS OXFORD

CAR MART, Ltd.

1950 Morris Oxford saloon, heater, 10,000 miles; £935.

1950 Morris Oxford saloon, heater, 13,000 miles; £895.—Car Mart, Ltd. 320, Euston Rd., N.W.1. Euston 1212. [C1039

WARWICK WRIGHT offer:—

1950 Morris Oxford saloon, black, brown leather, 6,000 miles.

WARWICK WRIGHT, Ltd. 150, New Bond St., W.1. Mayfair 9761. [C4045

GLANFIELD LAWRENCE offer:—

1949 Morris Oxford saloon, grey/beige, 15,000 miles only, beautiful specimen; £895.—407, High Rd., N.12. Finchley 0091. [C2053

£765—1949 Morris Oxford saloon in maroon, on owner, taxed.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1949 Morris Oxford, beige; £750.—135, Cricklewood Broadway, N.W.2. [C2022

1949 (Nov.) Morris Oxford saloon, maroon, leather upholstery, one owner; £765.

W. J. BROWN, Ltd., Established over 30 years.

339, Finchley Rd. N.W.3. Hampstead 4414. [5014

1950 Morris Oxford saloon, radio, heater.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1949 Morris Oxford saloon, fawn, beige leather, 22,000 miles, very nice condition; £795.—John Trigg, Ltd. Esher 1234. [C4033

1950 Oxford, black, one owner, 9,000 miles; £845. —G. P. Morley Ltd., 54 Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1949 Morris Oxford, small mileage, one owner; £775.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [5205

1950 Oxford saloon, black/brown, heater, immaculate; £845.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1949 (June) Morris Oxford saloon, maroon/beige leather one owner, fitted heater, speedometer, 10,000 excellent condition throughout; £795.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1949 Morris Oxford saloon de luxe, immaculate condition; £775; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1949 (August) Morris Oxford beige saloon, small mileage, unused spare, perfect condition; £800.—Cornish, "Hazelwick," Oldfield Rd., Horley, Tel. 586. [5097

1950 Morris Oxford saloon, colour grey excellent condition, chauffeur driven, new tyres, one owner only, mileage 19,000; £850 or nearest offer.—Tel. Hicks, Grosvenor 8701 or Brookwood 3250. [5267

Morris Oxford Cars Wanted

C M T

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434 [0717

ROWLAND SMITH'S the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ALMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

WANTED, low mileage Morris Oxford saloons, immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough Tel 21429 [W4052

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, 6,000 miles; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

1950 Morris Six, green, green upholstery, 10,000 miles, fitted heater.

WILCOX (SLOUGH), Ltd., Morris House, Chandos St., Slough Tel. 21429. [C4052

1950 (series) Morris Six, 14,000 miles; £735.—Mansfield Autos, Ltd., 21, Grafton Mews, W.1. Tel. Euston 2587/8. [3001

1950 (February) Morris Six saloon, finished green, 6,900 miles genuine, heater, radio, excellent condition throughout.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2 [C4008

1950 Morris Six de luxe saloon, 7,000 miles, as new; £875.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [5204

1950 Morris Six, heater and radio, grey, one owner; £875; part exchanges, terms.—Mitchell, 1, High Rd., S.W.12. Balham 2234. [4525

1950 (April) Morris 6-cylinder de luxe saloon, 9,000 miles, as new throughout, taxed year, one owner from new; £825; consider exchange.—Turner, Palmers Green 7935. [C4056

OPPORTUNITY!!!—1950 (July) Morris Six de luxe saloon, fitted heater, one owner, in superb condition throughout; at bargain figure £825.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

Morris Six Cars Wanted

C M T

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434 [0675

MORRIS MISCELLANEOUS

AMONGST the large number of cars being offered at auction by J. Trevor & Sons on Wednesday and Thursday, the 25th and 26th June, at "Olympia," will be a number of Morrises. [4568

Morris Miscellaneous Cars Wanted

R S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 66, Chalk Farm Rd., N.W.1. Gul. 2767. [0824

MARSTON MOTOR Co. for your Morris.—Tel Sta 8000. Seven Sisters Rd., Tottenham, N.15.

HATTONS, of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp, in condition above average. [0798

Morris Spares and Service

WEST London.—Rogers Garage; repairs and service stockists. New address, Wellesley Ave., Paddenswick Rd., W.6 Riverside 2644-5. Old and new friends welcome [S3054

OLDSMOBILE

JOE THOMPSON (MOTORS), Ltd., offer:—

1950 Oldsmobile hydramatic drive 4-door saloon, colour black, 15,000 miles; £1,850.

JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel Lingfield 330-1.

1938 6-cyl. Oldsmobile car chassis, fitted with box van body, seating accommodation for eight, mechanically sound and of first-class appearance; price £395.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath nr. Lingfield, Surrey. [0115

ROCKET Oldsmobile 88 4-door saloon, radio, heater, beautiful condition; £2,375.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4746

1949 Oldsmobile hydramatic de luxe saloon, left hand drive, 12,000 miles, many extras; £1,550.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3037

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [0964

OPEL

£195 give away price.—1937-8 Opel 12hp saloon, bodywork excellent, mechanically 100%, unrepeatable value.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

£185—1938 Opel Super 6 4-door de luxe saloon, leather interior, immaculate condition, recent recond. engine.—Bray Motors, 180-184, West End Lane, N.W.6 Hampstead 6490. [C1024

Opel Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0980

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel Southampton 3266, 4944 [0631

Opel Spares and Service

REPAIRS spares, wings, reconditioned engines, suspensions, etc.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Pri. 6159. [024C

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266 4944. [3526

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD

GUY ALFREDS & Co. offer:—

1939 Packard drop head foursome coupe, superb order throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires offer:

A SELECTION of completely reconditioned 1938 and 1939 saloons and drop head foursomes.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd. Brentford, Middlesex. Ealing 3400. [0242

£295.—Packard 7-seater, 1936, reconditioned engine and gearbox, splendid condition.

SWANMORE GARAGE, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [C4024

CASSIO MOTOR MART.—1937 Packard 120 saloon, faultless; £315.—8, Warren St., W.1. Euston 3523. [C1040

1939 Packard 30 saloon, guaranteed; £365; payments.—Oldfield, 386, Kensington High St., W.14. Western 6651. [C3029

£295.—Packard Super 8 enclosed drive limousine, choice of two.—Le Grice Eiers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1937 Packard limousine with division and face-forward occasionals, one private owner since new, moderate mileage, recently thoroughly overhauled by manufacturer's concessionaires and now in faultless condition in every respect.

DOPE'S OF FINCHLEY, 39, Ballards Lane, Finchley, N.3. Finchley 0115. [C1061

£1295!!!—Packard Clipper 6-seater 4-door saloon, 1947 model, over-drive, etc., very stylish body lines with sloping back similar to later production model, new-look mouth-organ front, whole car immaculately finished in latest American shade of metallic maroon, special leather upholstery, luxuriously equipped with every conceivable extra.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1055

Packard Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd. the Packard buyers. Wembley 8691/3903. [0671

CASH immediately for good Packard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

7-SEATERS, private 1937/8/9 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2343. [W1008

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0905

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0902

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469

PLYMOUTH

1947 Reg. Plymouth I.B.d. saloon, radio, heater, nylon covers, new engine and tyres, late titled owner; £550 or exchange 10-12hp.—64, Agamemnon Rd., N.W.6. Hampstead 2764. [5197

£1095!!!—Plymouth Special de luxe Six saloon, 1948 model, mouth-organ front and streamlined bodywork, immaculate maroon finish with upholstery in two shades of grey, all usual extras, radio, heater, screenwash, etc., new Whitewall tyres, exceptional order throughout.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1035

PONTIAC

SIMPSON'S MOTORS offer:—

1950 Pontiac Catalina, Sierra rust, San Pedro ivory, ex-show model, immaculate condition, all extras.

1949 Pontiac, hydramatic drive, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

1938 Pontiac 6 saloon, one owner since new, lovely condition; £500.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [C1050

1950 Pontiac Catalina saloon, hydramatic drive, radio, heater, exceptional condition.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0621-2. [C3040

£550.—1939 Pontiac drop head foursome coupe, in immaculate condition throughout.—Bray Motors, 130-134, West End Lane, N.W.6. Hampstead 6490.

£1195!!!—Pontiac Torpedo 6 saloon, 1947 model, latest type streamlined body styling and mouth-organ front, silver grey finish with red interior, all usual extras, radio heater, etc., maintained and driven by private chauffeur.—See below.

£1295!!!—Pontiac Streamliner 6-seater saloon, 1948 model, latest type full mouth-organ front, super streamlined bodywork, seat covers, radio heater, one owner since new, 18,000 very careful miles.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1035

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd. the Pontiac buyers. Wembley 8691/3903. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7758-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0629

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0621

1950 Cooper 500cc racing car, special J.A.P. engine, complete with numerous spares; £575, or exchange 8 or 10hp saloon car.—Whittington, Ropsley, Nr. Grantham, Lincs. [5047

H. W. MOTORS, Ltd., offer the most successful Alta of all time, the 1½-litre supercharged single-seater owned and raced by George Abecassis; the car has been extensively modified and brought up to date, including latest type brakes and new supercharger, engine at present undergoing routine overhaul and being fitted with latest type crankshaft; could also be rebuilt as an unbeaten 2-litre; £700.

H.W.M. chassis available for sale.

H. W. MOTORS, Ltd., Walton-on-Thames. Tel. 2404-5-6. [C2042

Racing Cars Wanted

WANTED, 1951 Jaguar XK Cooper, less engine and gearbox.—Tel. Romford 1237. [5270

RAILTON

HAROLD RADFORD & Co., Ltd.

1946 (first registered July) Railton foursome drop head coupe, 29.6hp, colour black, speedometer; reading 45,537 miles, completely overhauled mechanically and in virtually new condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C5047

RAILTON '38 3-str. coupe, 29hp, good cond., overhauled; fast; £250 or nr. off.—Cen. 4548. [4909

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2, Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5467

29hp Fairmile drop head coupe 1937, works reconditioned engine, offer over £250; terms available.—65, Victoria Rd., Worthing 4635. [5102

A.1 MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars; also all spares.—26 (b), Belgrave Rd., S.W.1. Victoria 6285. [0533

1936 black University saloon, in excellent order, one owner till '52, 29hp, 16mpg; £400.—Chalmers, 20, St. Ann's Sq., Manchester. Bla. 4679. [5257

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RENAULT

COACHCRAFT offer:—

RENAULT 8hp 1949 saloon de luxe, one owner car, superb condition; £455, or confidential terms to suit; three months' written guarantee.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1053

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—

1939 26hp Renault saloon, 6-str.; £295.

1939 9hp saloon de luxe, beige, taxed year; £325.

1939 12hp saloon de luxe, black, brown leather, taxed year; £595.

1936 14hp limousine 7-str., roomy, fine hire car; £350.

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

RENAULT 18hp de luxe saloon, 1939, 25-26mpg, 27,000 miles, fitted H.M.V. radio; £275.—Box 0645. [4912

1937 Renault 12 saloon; bargain, £195.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

MAYFAIR GARAGES, Ltd.—April 1951 Renault 750cc 4-door saloon, grey interior to match, 4,910 miles only, one owner, immaculate throughout, 3 months' guarantee; £775.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock). Mayfair, W.1. Mayfair 3104-5. [C3009

1933 Renault limousine, 27hp; for its year this car is in extremely good condition both bodily and mechanically; £95.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1056

1937 Renault 12hp drop head coupe, blue with red leather upholstery; this vehicle has to be seen to be appreciated as this line is more of a post-war car; 19mpg; exchange and terms available.

WEALING MOTORS, Ltd., 99, Richardson St., High Wycombe. Tel. H.W. 2476. [5105

760cc de luxe saloon, blue, cream wheels, exceptional condition and performance, 19,000 miles; seen London if required; £625.—Ford, 67, Broadclyst Gardens, Thorpe Bay, Southend. Thorpe Bay 6702. [5089

495cms.—Renault 8, January 1949, 4-door saloon, bronze, brown leather, one careful owner, small mileage, uniform tyres, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

1950 Renault 760cc de luxe saloon, special maroon and cream finish, many extras, 10,000 careful miles, a really exceptional example, to-day's cost over £770; our specially reduced price £725; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Renault Cars Wanted

ROWLAND SMITH'S the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models. [0127

Renault Spares and Service

DISMANTLING all Motolymphia: 1937 18-4 coupe, also 1935-4 14hp; quantity of important parts for 1939 12hp.—"Motolymphia" Welshpool, Montgomeryshire. [0549

RILEY

CAR MART LTD.

1951 Riley 2½-litre saloon, 9,000 miles; £1,595; B.M.T.A. consent; balance of covenant to be signed.

1950 Riley 2½-litre saloon, black, heater, 19,000 miles; £1,395.—Car Mart Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

COACHCRAFT offer:—

RILEY Kestrel saloon, 9hp, 1935 model, sound tyres, in very good mechanical order, taxed; £185, or confidential terms to suit.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1053

JACK ROSE, Ltd. offer:—

1949 (September) 1½-litre Riley saloon, exceptionally clean inside and out, one owner; accept £945.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

TOM GARNER, Ltd., offer:—

1948/9 Riley 1½-litre saloon, green with fawn upholstery, loose covers, etc., 14,000 miles only.

1950 Riley 1½-litre saloon, black with green upholstery, 8,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

BOON & PORTER, Ltd., distributors.

1949 (June) 2½-litre saloon, black with red leather, heater, one owner, mileage 30,000, excellent condition; £995.

1948 (December) 2½-litre saloon, green with fitted loose covers, 25,000 miles, carefully maintained; £895; open until 7 p.m., 1 o'clock Sundays.—Castelnau, S.W.13 (by Hammersmith Bridge). Rib. 4444. [C1022

H. M. BENTLEY & PARTNERS, Ltd.

1949 (October) Riley 2½-litre sports roadster, maroon with fawn leather, modified gear change, radio, first-class condition; £1,185.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1019

SUSSEX specialists for reconditioned Riley cars repairs, spares.—Lewes Motors, Ltd., Lewes.

BEARTS, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3548

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C5041

1948 Riley 1½-litre saloon; £695.—Ernest Sutton, Tel. Rogate 4. [C4025

RILEY Gamecock, bargain, £165.—Brown & Whitt (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 45405. [4967

RILEY 12hp saloon, engine overhauled, reasonable offer accepted.—68, Edgwarebury Lane, Edgware. 0495. [5129

1950 Riley 1½-litre saloon, 10,000 miles, maroon, perfect condition; hire purchase or part exchange.

DAVID ROBINSON Ltd., 47, St. Peter's St., Bedford. Tel. 61375. [5298

1949 Riley 2½-litre sal., black; £1,050.—C. A. Pelo, Ltd., 42, North Audley St., W.1. Mayfair 3051. [C5045

1935 Riley 9 saloon, guaranteed; £215, payments.—Oldfield, 386, Kensington High St., W.14. Western 6651. [C3029

£110.—Riley 7hp 1932 2-seater, good condition.—Barker North Lodge, Hunsdonbury, near Ware, Herts.

1951 Riley 1½-litre saloon (reg. Nov. 1950), black, with brown leather, fitted heater, 9,000 mls., as new; £1,195.—Below.

1950 (April) Riley 1½-litre saloon, green, with green leather, fitted radio and heater, 12,000 mls., as new; £1,125.—Below.

1950 Riley 2½-litre saloon, green, with green leather, genuine 13,000 mls., looks 5,000 mls., as new; £1,395.—Below.

(Feb.) Riley 1½-litre saloon, green, with green leather, one owner, low mileage, as new; £925.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5109

1938 16/4 overdrive Adelphi saloon, safe, fast, quiet and 26mpg; £550.—7, Westcliffe Drive, Halifax 62168. [5151

1950 (June) 2½ roadster, ivory/red, hardly used, £1,025 cash.—Hanner, 54, The Avenue, Bournemouth. Westbourne 64681. [4549

1934 Riley 14/6 saloon, good condition, high performance; nearest £375.—Derome, 6, Parc Bean, St. Ives, Cornwall. [5075

1947 Riley 1½-litre, fitted radio; £695.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1939 (Sept.) Riley 1½-litre saloon, black, taxed December, excellent condition, genuine low mileage, offers over £475.—Marple 678. [4982

1938 model Riley 16hp 4-cylinder Adelphi saloon, black with maroon upholstery, just overhauled, all in excellent condition throughout; £425.

JOHN CAMPBELL MOTORS 415 Holloway Rd., N.7. North 4441. [C1036

RILEY (August, 1950), low mileage, one owner, first-class condition; £1,150 or offers.—Apply, North View Press, St. Stephens House, Westminster, S.W.1. [4947

1946 1½-litre, black, excellent condition throughout two private owners only; £700.—Garth, Send, Woking 2032. [5126

1933-4 Kestrel 14, good condition, engine overhauled, recuperated, new tyres, reliable and fast; £225.—Leake, 2, Highfield Ave., Chesterfield. [5146

RILEY 2½-litre 1951 (August), ivory, with red interior and wheels, heater, negligible mileage, B.M.T.A. permission; £1,425.—Hayes, Streatham 0025 or Reigate 2890 week-ends. [5211

'33 Riley 9 Monaco, very reliable, attractive appearance, extremely economical; £125.—Carr Bros., Airways Garage, Bath Rd., Hayes (opp. London Airport). Hou. 4606. [5164

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1949 Riley, half maroon, 15,000 miles, as new, serviced, maintained by main London agent; £895.—Hartwell, Lynn House, Link Rd., Hackbridge, Wallington 9430. [5080

AUTOVIA (Riley V.8) 1937 24hp black sports saloon, Mulliner coachwork in Auction Sale 26th June; catalogues price 3d of Fox & Sons, 44-52, Old Christchurch Rd., Bournemouth. [4943

1150 guineas.—2½-litre Riley roadster, green, fawn hood and seats, registered 25 Nov., '49, mileage under 12,000, 2 unused tyres.—Roberts, Renmaen, Dolgelley. [4824

1947 Riley 1½, immaculate condition, 26,000 miles, fitted loose covers, 2 Notex drivemasters, etc., one owner; exchange for triumph Mayflower; cash adjustment.—Tel. Staines 4358. [4921

RILEY Falcon 12/4, December, 1934, aluminium body, black saloon, new tyres, battery, brakes, etc.; £195 or near offer.—45, Green Meadow Rd., Birmingham, 29. Priory 2997. [5094

1936-7 Riley 9hp, reconditioned engine. Excellent condition throughout; £335. Hire purchase can be arranged.—Mountwood 1632. "Keewaydin," Prenton Lane, Birkenhead. [5145

1950 (November) 2½-litre Riley 2/3-seater roadster, 17,000 miles, almost new condition; £1,250.—London Refiners, Southend Rd., Woodford Green. Wanstead 0061. [4565

1952 (February) 2½-litre Riley saloon, black with red upholstery, 1,500 miles, B.M.T.A. permission to sell; list price only.—Harlias and Stokes, Attenborough Garage, Chilwell, Nottingham. [5274

1946 (Dec.) Riley 1½ saloon, in 1950 condition, black/brown leather, one owner, most immaculate car, new engine done 2,000 miles; £750.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1938 Kestrel, black with brown hide upholstery, fitted overdrive, recent complete overhaul, whole car in exceptional condition, maintained by specialist; £525.—G. S. Hall, 302, King St., W.6. Riverside 2881. [C2031

£425.—Probably the finest 1936 Riley 9 Kestrel in the country, just 2,000 miles since £370 overhaul, whole car as brand new; details and trial by appointment after 21st.—Burville, 57, Welbeck Rd., West Harrow. [5061

1938 2½-litre Big 4 saloon, unique specimen, quite spotless, Bosch radio, new tyres; also Sprite Lynx speed model 4-seater, bills for £250 recondition.—Speedsters, Ltd., Horley 628. See Sports Car column. [C4080

1949 Riley 2½ roadster, registered November, 1949, beige colour, 26,000 miles, fitted heater and extras, exceptional performance, owner taken delivery of new car; £1,050.—Wallis & Co. (Long Eaton), Ltd., Nottingham Rd., Long Eaton, Nottingham. Tel. No. Long Eaton 444. [4821

1951 (Oct.) Riley 2½ saloon, colour green, dark green leather, rev. counter fitted, guaranteed mileage 4,346; balance of B.M.T.A. Covenant to be signed to Oct. 5, 1953; positively as new.—E. C. Stearns & Co., Ltd., 250/262, Brompton Rd., S. Kensington, S.W.3. Ken. 0081. [4992

CAMDEN MOTORS.—Riley 1½-litre 12hp, scarce Nuffield model, drop head foursome coupe, 1940, rather a nice one in black with red hide interior, engine particularly good, hood recently reproofed, the most attractively priced 1940 Nuffield drop head offered at only £475.

CAMDEN MOTORS.—Riley 1½-litre 12hp Kestrel Sprite saloon, February, 1937, with S.U. carbs, and Scintilla mag., stylish dark green finish, nicely maintained and capable of amazingly high average cruising speeds; £485.

CAMDEN MOTORS.—Riley 1½-litre 12hp Adelphi saloon, late 1937, roomy 5-seater body with a performance more in keeping with a highly tuned sports saloon, very good coachwork and interior; £395.

CAMDEN MOTORS.—Riley 9hp Kestrel saloon, 1935, with special series engine, knock-on wheels, ultra-smart streamlined body styling, exceptionally fast for its low horse-power; £295.

OTHER Kestrel saloons in stock from £195.

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon, late 1946, black, brown leather, heater, passlights, outstanding condition; £695.

ALSO in stock, one 1947 and one 1948 model and two 2½-litre saloons, from £785.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday-Saturday. [C1035

1937 Riley 9 Monaco (special series) saloon, very little used and in superb condition; total mileage 41,298, engine completely reconditioned at 38,000 miles, twin carbs, disc wheels, price £445.—Fullest particulars from E. F. Taylor, Moor Croft, Arkley, Barnet, (Barnet 2685). [5085

425 gns.—Riley Kestrel Sprite, August 1937, 1½-litre foursome drop head coupe, light green, leather upholstery preselector, Scintilla Vertex, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Riley Sprite, 1,200 miles since complete engine overhaul, including liners and crankshaft reground by Burtonwood, new clutch, brakes relined, Scintilla and dynamo rebuilt, two replacement S.U.s, rewired throughout, blue cellulose, in first-class condition, two owners; £600.—Booth, Hulton Cottage, Over Hulton, Bolton. Tel. O.H. 224. [5272

£1165!!!—Riley 1950 (July) 2½-litre saloon, a truly immaculate high performance vehicle without fault or blemish, genuine mileage 18,000 in the sole care of the private owner advertiser; ivory cellulose, all red leather upholstery, Radiomobile and heater unit installed at factory pre-delivery; always carefully and expertly maintained; inspection by appointment.—Please reply Box 0970. [5261

1937 Riley Special Kestrel Sprite sportsman's saloon, 1½-litre 12hp, this is the genuine Sprite engine fitted twin S.U. and Scintilla Vertex magneto and is capable of speeds in excess of 80 mph; we have recently recellulosed this car in a most beautiful shade of maroon to match the new carpets and headlining, the whole of this car is immaculate, all tyres are new, the engine was completely reconditioned in June 1951, she was also fitted with new springs and Andre shock absorbers and many details far too numerous to mention; write for details and photograph of this sports thoroughbred, price £475, taxed and delivered anywhere in G.B.; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester 6. Pen. 3457. [C3000

Riley Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane W.1. Grosvenor 3454 [0869

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

YORKSHIRE.—The Riley buyers. Barkers of Oakwood, Leeds 8. Tel. 58236/7. [0345

CASH immediately for good Riley.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

ALMOST new Riley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

POST-WAR Riley, 1½- and 2½-litre saloons wanted immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough. Tel. 21429. [W4052

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681 [9768

Riley Spares and Service

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0236

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialized Riley service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 430. [0272

REX NEATE, Shamblehurst Lane Botley, Southampton, specialized Riley spares; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London N.W.5. Gul. 5446. [0082

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies Ltd., High St., Leamington Spa Tel. 67. [8636

ROLLS-ROYCE

C
M
CAR MART LTD.

1938 Rolls-Royce 25/30 hp 7-seater limousine by Park Ward, black with beige leather to front and beige cloth to rear; £2,250.

CAR MART Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 3454 [C1059

H
HOFFMANNS OF HALIFAX, Ltd.—Send for full details of first-class used Rolls-Royce cars available.—Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944. Proud member of the Swain Group. [C2037

RIPPON
RIPPON
RIPPON BROS., Ltd.
THE Leading Northern Rolls-Royce Distributors

1949 Hooper touring limousine, black and cream with beige leather upholstery.
1937 30hp 4-door close-coupled saloon, by Hooper blue with blue leather upholstery.
1936 25hp Rolls-Royce sports saloon by Rippon, black with blue leather
1936 (Nov.) 30hp touring limousine by Rippon

PHONE, call or write for further particulars; demonstrations arranged without obligation.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines) Also at Bradford, Leeds and Sheffield [0905

VINTAGE offer:—

1927 Rolls 20 drop head coupe, just completely overhauled at Rolls at a cost of over £600; £455.

ROLLS 25 1933 cabriolet by Barker, engine now being completely rebuilt; £650.

ROLLS 20 Replica 1936 drop head coupe, Rolls serviced; £550.

ROLLS 20 Replica 1939 drophead coupe, immaculate; £785.

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 specialists.—Always a selection of good Rolls 20s and 25s at competitive prices.—Head office and showrooms, Queen's Gate Mews, Gloucester Rd., Kensington. Western 5522. Sales and Works, 189/195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8326. [C4039

ROLLS-ROYCE and Bentley, all types, at to-day's sensible prices.—Frank Dale, Fremantle 5780. [C1067

J
B
JACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0068

RUSSELL MOTORS offer:—

25-30 Rolls-Royce owner-driver saloon with boot, exceptional car.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3080

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

HAVE a selection of first-class used Rolls-Royce and Bentley cars; details of these and new cars on application.—Audley House, North Audley St., W.1. Mayfair 5242-3-4. [C3030

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1938 (August) Rolls-Royce Phantom III sedanca limousine by H. J. Mulliner, colour black with beige leather upholstery in front and Melton cloth at rear, speedometer reading 24,262 miles (D.L. series), in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6682 (3 lines). [C3047

MASCOT MOTORS, Ltd., offer:—

1936 (Oct.) 30hp H.J.M. sports saloon with division.
1936 25hp Barker sedanca.
1935 25hp Charlesworth sports saloon.
1935 25hp H.J.M. and M.E. enclosed limousines.
1933 25hp Barker sedanca.
1932 25hp Park Ward 4-light saloon
1930 25hp T. & M. foursome coupe; £595.
1929 20hp Windover foursome coupe; £295.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4¼-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

ROLLS-ROYCE 20/25hp, July 1933, Thrupp & Maberley sports saloon with rear boot, finished black. [C1001

CHARLES FOLLETT Ltd., official Rolls-Royce and Bentley retailers and repairers, offer outstanding value:—

1948 Rolls-Royce Silver Wraith with very attractive 4-seater, 4-door saloon by Park Ward, finished two shades grey, one careful owner, mileage 22,000; official history available; cost new approximately £6,000; now offered at the reasonable price of £4,450.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Repairers, Service Works & Stores.—Barnsdale Yard, off Elgin Ave., W.9. Cun. 5936. [C2010

£250.—1931 20/25 saloon in sound, original condition.—95, Brighton Rd., Banstead. Burgh Heath 1520. [5294

OWNER-DRIVER. 1936, 30hp, 4-door, H.J.M. Saloon, boot, leather, excellent history, carefully maintained, reasonable cost. Below.

1938 Phantom III (solid tappets) Windover partitioned Limousine, forward occasionals, lavishly equipped, mileage 33,000, superlative condition, exceptional opportunity.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1008

1934 Rolls-Royce 20/25 Windover 7-passenger limousine, face forward occasionals, moderate mileage, excellent condition; £750; also

1936 Rolls-Royce 25/30 Thrupp & Maberly 7-passenger limousine, face forward occasionals; £1,075.

GEORGE NEWMAN & Co., 369 Euston Rd., N.W.1. Euston 4466. [C3023

1938 Rolls-Royce 30hp limousine, stored during war, superb condition; £2,100.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [C2030

1930 Rolls-Royce, Phantom 2, Hooper saloon, excellent tyres; about £285.—Dale, 142, Chesterton Rd., Cambridge. [4919

1933 Rolls-Royce limousine, privately owned; £750.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

ROLLS-ROYCE, 1933, 25 hp, good condition, 7-seater, owner giving up driving; £495.—Apply, Captain Crawford Greene, 5, West Eaton Place, London, S.W.1. [4942

£275 or offer.—1928 Rolls-Royce Phantom 1 8-seater limousine, in good order mechanically, good tyres, ideal hire car.—E. Eldridge & Co., Paddington 4269. [5229

ROLLS-ROYCE 25hp owner-driver sports saloon by Hooper, with large luggage boot; the condition of this car is in every way perfect and the mileage is low; 1,650gns.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [4354

1934 Rolls-Royce 20/25 owner-driver sports saloon by Hooper, 2 owners, excellent history, very smart car; £1,385.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4747

30hp Rolls-Royce (2/3/37) sedanca de ville by H. J. Mulliner, black, recent engine overhaul, immaculate condition; £1,575.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

HMBENTLEY & PARTNERS, Ltd.

1939 Rolls-Royce Wraith limousine by Messrs. Park Ward, Ltd., finished in black and dark blue with blue leather interior, 10,850 miles only. 9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1016

A SELECTION of the Rolls-Royce cars specially displayed at Kinnerton Yard, Kinnerton St., S.W.1, by Paddon Bros., Ltd., and Clarke & Simpson, prices from £995.—

1938 P.III Windover sports saloon.

1937 25/30 Hooper sports saloon.

1937 25/30 Atcherley sports saloon.

1937 25/30 James Young sal. with div.

1935 20/25 Osborne sports saloon.

1934 20/25 Hooper sports saloon.

1934 Hooper owner-driver saloon.

PADDON BROS., Ltd., 60, Cheval Place, S.W.7. Ken. 5477.

CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

1934 (September) Rolls-Royce 20-25hp 6-light owner-driver saloon, two owners only, first-class condition.—Full details from Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1075

A UNIQUE selection from fifteen exceptionally fine Rolls-Royce and Bentley cars by H. J. Mulliner, Vanden Plas, Barker, Tarupo & Maberly, Gurney Nutting, Park Ward, William Arnold, etc., 1934-1950, from £875; inspection here or elsewhere.

SWANMORE CAR SALES (Rolls-Royce & Bentley Specialists), 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [C4024

ROSE & YOUNG, Ltd., offer 1937 Rolls-Royce 25/30 Barker 7-passenger limousine; this car is unmarked inside and out; £1,375.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0557

ARCHIE SIMONS & Co. Ltd., 1954 Rolls-Royce 20/25hp limousine body by Hooper, face-forward occasionals, just been completely overhauled, in exceptional condition throughout; £845.—94, Gt. Portland St., W.1. Lan. 1343. [C4014

1939 Rolls-Royce Wraith, owner-driver, sports saloon by H. J. Mulliner, black with red hide, 36,000 miles only.—Clayton's Cars (London), Ltd., 377, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

ROLLS-ROYCE 1939 (Sept.) Phantom III Gurney Nutting sedanca limousine, blue lower panels, black top, black leather to driver's compartment, been West of England cloth to rear, 15,700 miles, original condition.

CHARLES ATTWOOD & SON, Ltd. (Rolls-Royce and Bentley Retailers), Wolverhampton. Tel. 20634. [3514

ROLLS-ROYCE 25hp black limousine, Hooper coachwork (built neatly, chauffeur maintained, in excellent condition, first registered November, 1935; £750 or nearest.—Write, Box 2259, Frost-Smith Adve., 64, Pinsbury Pavement, E.C.2. [5024

ROLLS-ROYCE 20/25, sliding partition, small limousine, 1930, by Crosbie & Dunn, 60,000 miles only since new, unused from 1938 until this year, kept in perfect condition, maintained and put back on road by Rolls specialist, excellent paintwork, brass, tyres and batteries; £500 or thereabouts.—Grosvenor 2635. [C4012

1933 (July) Rolls-Royce Phantom II, Continental chassis, beautiful 4-door close-coupled saloon with sliding roof by Park Ward, maroon with brown hide, Rolls-Royce maintained, in excellent condition throughout; £875.—Panther Service Garage, London Rd., Guildford 5326. [C5035

1948 Rolls-Royce Silver Wraith with sedanca de ville body by H. J. Mulliner, black, beige upholstery, electrically controlled division and rear blind, interior heater and radio, one owner, first registered December, 1948, genuine mileage 13,500, condition throughout indistinguishable from new.—W. P. MAIDENS, Sleaford, Lincs. Tel. 135 [3643

ROLLS-ROYCE 20-25hp 4-door 4-light sports saloon by Freestone & Webb, no division, projecting boot, Chassis No. GWX 29, black grey hide upholstery, R100 lamps, good tyres, exceptionally clean inside and out, excellent mechanical condition, very smart and economical, any trial; reasonable price.—Newcastle-u-Lyme Motor Services, Ltd., Brunswick St., Newcastle, Staffs. Tel. Newcastle, Staffs, 66266-7-8. [4541

A & S display selected Rolls-Royce Limousines (covered mechanically signed guarantee certificate). Below.

LIMOUSINE 1934 25hp Barker, partition, forward occasionals, black, bargain, £795.

LIMOUSINE 1935 25hp Park Ward, leather, partition, black, 7-forward, superb, also 1936 Hooper, swept tail, bargain value.

LIMOUSINE 1935 Phantom II Hooper (extra roomy) forward occasionals, partition, black, private.

LIMOUSINE 1937 30hp Park Ward, 7-forward, partition, low mileage, black, £1525. Also 1938 Barker 30hp Landaulette, superlative condition, low cost.

LIMOUSINE 1938 (mileage 33,000) Phantom III (soft tappets), Windover, partition, forward occasionals, swept tail, black, magnificent carriage.

WRAITH (August 1939) Park Ward Limousine partition, black 7-forward, leather, reasonable mileage, also 1940 Thrupp 30hp Limousine, black, opportunity, £2190. Seen.—

A & S ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair. 2841. [C1006

Rolls-Royce Cars Wanted

SGOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. B. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CMTHE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5434. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0488

A & S always purchase 25/30hp Saloons with boot, also foursome coupes.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

BROADWAY MOTOR Co. require 25hp Rolls-Royce cars, particularly with owner-driver saloon or d.h. coupe bodywork; years 1930 to 1935.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, long good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

JACK OLDING, official Rolls-Royce retailers.

RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.

TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [0021

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0686

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [S1042

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064

ROVER 10

CAMDEN MOTORS.—Rover 10hp saloon, 1936, a very bright little car in Rover green, engine and gear box overhauled, recommended; £295.

CAMDEN MOTORS.—Rover 10hp saloon, 1939-40, 4-door model with rear boot, late type instruments, discs and features similar to 1947 series, very good mechanical condition; £495.

CAMDEN MOTORS.—Rover 10hp saloon, January, 1946, black brown, engine just decoked, serviced and tuned, carefully maintained; £695.

CAMDEN MOTORS.—Rover 10hp saloon, 1947, an immaculate little one-owner car, carefully used and fastidiously maintained, genuine mileage, heater, tailored seat covers; £765.

CAMDEN MOTORS, Rover Specialists.—Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1035

L. F. DOVE offer: 1939 Rover 10 saloon, black with brown, one owner, 30,000 miles, perfect condition; £575.—69, Broadway, Wimbledon, S.W.19. Liberty 545. [C1077

NAYLOR & ROOT.—'46 Rover P3 de luxe saloon, black brown hide, attractive; £695; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C5022

BRUTONS, Ltd.—1939 Rover 10 saloon, black, brown interior, reconditioned, tyres as new, taxed year; £575.—13-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [C1026

695 gns.—Rover 10, April 1946, de luxe 4-door saloon, black, sliding head, brown leather, moderate mileage, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Rover 10 Cars Wanted

CAMDEN MOTORS urgently require good pre- and post-war Rover 10 saloons; particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

ROVER 12

COACHCRAFT offer:—

1939 Rover 12 sports saloon. A very superior example in every way. Bodywork and cellulose extremely clean and completely rust free, leather interior and head lining carefully preserved and original engine, transmission, steering, etc., not in need of overhaul, nearly new Avon tyres and late type post-war steel wheels fitted. A delightful car to drive, always privately; £455 o.n.o.; terms to suit.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1053

GUY SALMON AUTOMOBILES offer:—

1946 Rover 12 saloon, immaculate car kept by Rover enthusiast; £775.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1937 Rover 12hp saloon, excellent throughout, licensed; £345.—Mayfair 2538. [C2030

1938 Rover 12 saloon, recellulosed; £445.—Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C4019

1938 Rover 12, excellent condition; £450 o.n.o.—Webster, 68, Eastbrook Rd., Blackheath, Greenwich 4129. [S156

£375!!!—Rover 12 saloon 1937, exceptional condition, guaranteed.—Value Cars, 362, Upper Richmond Rd., S.W.14. [4706

£495.—Rover 12/4 1938 sports saloon, superb cellulose, excellent tyres, engine just reconditioned; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube.) [C1017

1946 Rover 12hp 6-light saloon, black/brown leather, new engine recently fitted by Rover; £895.—Woking Motors (Maybury Hill), Lda., Woking 1928. [C4057

CAMDEN MOTORS.—Rover 12hp Sportsman's 4-light saloon, 1935, with external rear boot and late type instruments like 1939 model, very attractive lines and excellent performance; £245.

CAMDEN MOTORS.—Rover 12hp saloon, 1938, fitted discs and several other 1939 features, new Goodyear Eagle tyres, engine overhauled; £445.

CAMDEN MOTORS.—Rover 12hp saloon, 1939, late property of local bank official, extremely good all-round condition, heater; £525.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1939, late type model, attractive Rover grey finish, blue leather, steering and back axle overhauled, brakes relined, new road springs, etc.; £545.

CAMDEN MOTORS.—Rover 12hp saloon, 1946, a super de luxe model with Smith's heater, Regency loose covers, dual windtones and pass lights; bills available for regular servicing by main Rover distributors, exceptionally good condition; £795.

CAMDEN MOTORS, Rover Specialists.—Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1035

1948 Rover, £695, open tourer (convertible), A.C.A. coachbuilt, 12hp grey, accept small saloon, part exchange, view.—9, Walsh Crescent, Addington, Croydon. Tel. Lee 6915. [5140

ROVER 12 saloon, Dec., '47, black, one owner, fitted heater, radio, loose covers, licensed, just reconditioned/recellulosed, exceptionally good condition; £875 or near offer.—Box 0922, or Gen. 4169. [4891

1939 Rover 12 saloon, fitted modern combined heater and Demister, radio and wheel discs, fog lamp, exceptionally clean, finished black with brown hide upholstery, excellent condition throughout; £645.—Pantiles Service Garage, London Rd., Guildford 5326. [C5035

545 gns.—Rover 12, 1939 model, de luxe 4-door saloon, black, sliding head, brown leather, spot lamp and fog lamp, uprown tyres, very carefully used, exceptional condition; terms; exchanges.—Rowland Smith, below.

365 gns.—Rover 12, 1937, de luxe 4-door saloon, grey and blue, blue leather, wheel discs, excellent condition; terms; exchanges.—Rowland Smith, below.

245 gns.—Rover 12, 1935 model, de luxe 4-door saloon, black, sliding head, blue leather, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Rover 12 6-light sliding roof, 4-door saloon, finished in black with green leather, this car has had £150 spent in reconditioning, all chromium plate is unblemished, all interior is equal to new including mats, roof lining and upholstery, fitted easy-clean wheels with 5 practically new tyres, licensed end of year, this car must be seen to appreciate a really magnificent car; £490.

PAUL STREET GARAGE, Ltd., 20, Paul St., and 65-105, Clifton St., London, E.C.2. Bishopsgate 6793-4. [5179

Rover 12 Cars Wanted

CAMDEN MOTORS urgently require good 1937-40 Rover 12hp saloons; particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

ROVER 14

DICKS.

1938 Rover 14 saloon, recent overhaul, bills here for £70; £425.

DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maida Vale. 6888-9. [C1072

GATEHOUSE MOTORS offer:—

1936 model Rover 14 saloon, in excellent condition; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

CYRIL SHEPPARD offers:—

1946 (September) Rover 14 sports saloon, black/brown, immaculate; £775.—Cyril Sheppard, 102, King's Rd., Reading 2712. [5247

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 14

1936 Rover 14 de luxe saloon, extremely well kept; £295.—A.Z. Motors. Palmerston Rd., N.W.6. Mai. 4723. [C1011

1936 Rover 14 sports saloon, 4-door, black, blue leather; £285; exchange open car.—46, Aldenham Rd. (Watford 2953.) [5242

ROVER 14 bl. spt. saloon, Oct., 1947, perfect condn., servd monthly, one owner; new car arrived: price £825.—Paul Bradford, Yeovil 70. [5033

1937 Rover 14 saloon, dual grey, laid up throughout war, really superb specimen, recent major overhaul; £495.—Byfleet 3054. [4967

CAMDEN MOTORS.—Rover 14hp Sportsman's saloon, 1935, very attractive lines, discs and late type features, excellent runner; £225.

CAMDEN MOTORS.—Rover 14hp saloon, 1936, in really good condition for its year, smooth, lively engine, five new Avon tyres; £295.

CAMDEN MOTORS.—Rover 14hp saloon, 1937, fitted works reconditioned engine, August, 1950, 18,000 miles only, really good order; £395.

CAMDEN MOTORS.—Rover 14hp saloon, 1938, very late registration and in original condition throughout except for major engine overhaul last year, two owners only since new; £495

CAMDEN MOTORS.—Rover 14hp drop head foursome coupe, 1939, very scarce model in Rover grey with blue leather, excellent hood and nearly new tyres, a really smart car, heater; £575.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, original dark blue finish with interior leather to match, excellent order; £575.

CAMDEN MOTORS.—Rover 14hp saloon, 1946, in attractive Rover green, 24,000 miles, reconditioned engine fitted at 22,000; £795.

CAMDEN MOTORS.—Rover 14hp saloon, 1947, fitted twin windtones and pass lights, heater, etc., smart grey finish, moderate mileage; £845.

CAMDEN MOTORS, Rover Specialists.—Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1035

£495—1938 14hp Rover saloon, £200 overhaul.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1936 Rover 14 drop head coupe, striking appearance, resprayed grey, space wanted, sacrifice, £245 for quick sale.—54, Kings Rd., Horsham. Tel. 1946. [5129

£299—Magnificent sports Rover 14 de luxe saloon, immaculately maintained by late Rover enthusiast, modern type, similar post-war.—Below.

£399—1937 Rover 14 saloon, it literally looks and runs like post-war example.—Below.

£599—Magnificent 1939 Rover 14 de luxe saloon, recent overhaul costing £100 complete; this vehicle is just as a Rover should be.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

ROVER 16

1939 Rover 16 saloon, really good condition in every respect; £545.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692 or 3408. [C2019

CAMDEN MOTORS.—Rover 16hp saloon, 1938, in very fine mechanical order, outstanding performance, a delightful car to drive; £465.

CAMDEN MOTORS.—Rover 16hp drop head foursome coupe, 1939, Tickford bodywork, in quite sound condition and a very good car mechanically, hood and interior in fair condition only; £525.

CAMDEN MOTORS.—Rover 16hp sportsman's 4-light saloon 1939, very attractive specimen, smart Rover grey finish, good engine; £595.

CAMDEN MOTORS.—Rover 16hp saloon, 1947, genuine one-owner car since new, fastidiously maintained, very moderate mileage; £895.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1035

1947 (Dec.) Rover 16 de luxe saloon, brown hide, genuine 21,000 miles, many extras, supplied and serviced by us.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581.— [5227

BRUTONS Ltd.—1940 Rover 16 sports saloon, grey/blue, excellent condition; £695.—13-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [C1026

1939 Rover 16 saloon, grey with blue leather upholstery, good tyres, nice condition; only £475.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1947 Rover 16 6-light saloon, 19,000 miles, condition equal to new, H.M.V. radio and heater.—Cox's Motors (Leicester), Ltd., Conduit St. (Tel. 60319), Leicester. [C1059

1940 Rover 16hp 6-light saloon, black brown leather, this car is in exceptional condition easily mistaken for a post-war car; £695.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [C4057

1938 Rover 16 de luxe saloon, black, fitted radio, in excellent condition throughout; £550; exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

1938 Rover 16 saloon, in splendid condition throughout, absolutely faultless performance and a delightful car to drive, black with brown hide upholstery; £595.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035/1

725 gns.—Rover 16, 1946, de luxe saloon, black, sliding head, brown leather, heater, new tyres, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

ROVER 20

1938 Rover 20 sports saloon, engine and clutch reconditioned, interior body and paintwork excellent; £575.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692 or 3408. [C2019

ROVER 60 & 75

R. F. FUGGLE, Ltd.

1950 Rover P4 75, mileage 3,000, fitted with all accessories, in every way equal to new; £2,200.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Rover 75 sports saloon; this car must be seen to be appreciated as the condition throughout is equal to new; £1,175.

1948 Rover 75 saloon, being fitted with maker's reconditioned engine; £1,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1949 Rover 60 saloon de luxe, one owner, in immaculate condition throughout; £1,000.—Sneyd Park Garage, Stoke Bishop, Bristol, 9. [4924

ROVER P4, June 1950, superb condition, 17,000 miles, reduced price for private sale; £1,550.—W. T. Gilbert, 110, Old Broad St., E.C.2. [5215

3000 miles, 1950 Rover P4 saloon, radio, heater, loose covers.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1950 (Oct.) Rover P4 1951 model, green/green leather, radio, 15,000 miles; £1,395.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1950 Rover P.4, green, 15,000 miles, a really exceptional car in perfect mechanical order; one owner; £1,700; no dealers; view London.—Box No. 88, 22, Hill St., W.1. [4903

1948 (October) Rover 75 sports saloon, radio, heater, taxed year, colour black, mileage 31,000, car unmarked, tyres as new; first £875 or h.p.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 8. [5279

1949 Rover 75 saloon, maintained regardless of cost, in first-class immaculate condition, colour black with red leather; £1,150.—Spikins (Twickenham), Ltd., 85-101, Heath Rd., Twickenham, Middlesex. Popesgrove 1055-6-7. [4996

CAMDEN MOTORS.—Rover 75 sports saloon, 1948, immaculate beige finish with unblemished interior leather, fitted heater, H.M.V. press-button radio, windtones, passlights, superb mechanical order, would suit fastidious purchaser; £1,095.

CAMDEN MOTORS.—Rover 75 saloon de luxe, 1948, late registration, immaculate black finish, red leather, 19,000 careful miles; £1,025.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1035

1950 (May) Rover P.4 saloon de luxe, olive green/grey leather hide upholstery; fitted Regency seat covers; H.M.V. radio with twin speakers, heater/air cond., rimbellishers; taxed for year; speedo reading 5,500 miles; a really magnificent specimen; £1,750.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795-6. [4465

DUNHAM & HAINES, the Rover distributors; we hold large stocks of replacement parts and have a representative stock of excellent post-war Rovers including 1949 75 6-light saloon, colour black, with grey hide upholstery, one very careful owner, fitted new tyres, heater and radio, a specimen car in excellent order in every respect; £1,295.

DUNHAM & HAINES, 46, Castle St., Luton 2100. [C1079

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd, Wimbledon 0163/4. [1140

HARVEY HUDSON, Ltd.

1950 (April) Land-Rover, 9,000 miles, in exceptional condition.

1948 (November) Land-Rover, 16,000 miles, a very reasonably priced attractive vehicle.

THE above are examples from the finest stock of reconditioned, guaranteed Land-Rovers and ancillary equipment in the country.

HARVEY HUDSON, Ltd., the Land-Rover Specialists, South Woodford, E.18. Wanstead 0056. [C2039

ARTHUR MULLINER, Ltd., offer:—

1950 (April) Land Rover Utility truck, finished in green throughout, small mileage, carefully used, one owner, in very sound condition; it will pay you to telephone or write for the latest price list of our comprehensive stock, and details of our incomparable guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover specialists) wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056 [W2039

ROVER MISCELLANEOUS

TICKFORD, Ltd., offer:—

1949 (Dec.) Rover P.4 saloon, speedo reading 9,000, green, grey leather, H.M.V. radio, one owner as new.

1948 Rover 75 sports saloon, speedo reading 10,000, green, green leather, radio, heater, as new.

1948 Rover 60 saloon, black, grey leather, speedo reading 24,000, heater, one owner, ex. cond.

1948 Rover 60 saloon, black, green leather, radio, heater, speedo reading 15,000, ex. cond.

1939 Rover 20 Tickford d/h coupe, radio, [illegible] £575.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338 [C4029

ROVER MISCELLANEOUS

H

HENLYS Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0029

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3346.

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

AMONGST the large number of cars being offered at auction by J. Trevor & Sons on Wednesday and Thursday, the 25th and 26th June at "Olympia," will be a number of Rovers. [4570

Rover Miscellaneous Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

ROWLAND SMITH'S

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey. Vigilant 1121. [W3044

CASH immediately for good Rover.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

HATTONS, of Lord St., Southport, urgently require 10, 12 and 14hp Rovers, 1938-39, in condition above average. [0800

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2 (Temple Bar 3338), will purchase low mileage post-war Rover cars. [W4029

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mile, out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

Rover Spares and Service

DISMANTLING Rover 14 1934, most new axleshafts.—Motolympia, Welshpool. Tel. Oswestry 480. [0455

LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0129

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54 [0047

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0405

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester 8. Tel. Blackfriars 2302 [0555

SINGER

LAYTONS OF OXFORD offer:—

£835—1949 S.M. 1500 Singer saloon, one owner since new, in excellent condition, low mileage, finished in green with light brown leather, fitted heater, etc.; terms over 18 months if required.

LAYTONS OF OXFORD (MOTORS), New Rd., Oxford. Tel. 3381. [C2054

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £595.—D. J. Shepherd & Co. (Enfield) Ltd., 435, Hertford Rd., Enfield. Howard 1681 [C4009

1947 red Singer roadster, very good condition; £450 o.n.o.—Hayes 1819. [4871

SINGER super 10 de luxe sun saloon, 1939, rebored, perfect runner; £350.—North 2180. [5066

£290—1939 Singer 9 Bantam de luxe saloon, clean condition throughout.—Below.

£199—1935 Singer 9 Le Mans sports coupe, red and silver, very clean condition.—Bray Motors, 183-184 West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Singer 9 de luxe saloon, serviceable and very presentable little car; a real snip at £245.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Tel. Liberty 2494. [5007

1932 Singer 9 2-seater sports, new hood, recelluloised, excellent condition; £125.—S. & S. Motors, Bayswater 1644. [4939

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

1950 (Nov.) S.M.1500 saloon, black/beige leather, one owner, moderate mileage; £775.

1947 (Oct.) Super 10 saloon, black/brown; £450.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

SINGER Super 10 saloon, 1948, sunshine roof, loose covers, new tyres, taxed, excellent condition; £550. —Stanley, 9 Foxley Hill Rd., Purley, Surrey. Upl. 9077. [5159

1941 Singer 9hp saloon, original condition, reconditioned engine fitted; £295.—Kingston Garage, Anlaby, Nr. Hull. Tel. 57136. [4504

1947 Singer roadster, low mileage, red, several extras, real specimen; £475.—Bassett, "Residene," Alpha Rd., Hutton, Essex. [5139

SM1500 1950 (Oct.), green, beige leather upholstery, loose covers, radio, heater, Notek, excellent condition, carefully maintained by one owner; £925, no dealers.—Emberbrook 4024 (evenings). [5191

475 gns.—Singer 9, July 1947, sports 2-4-seater Roadster, black, maroon leather, glass side screens, small mileage, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

425 gns.—Singer Super 10, December 1946, de luxe saloon, black, sliding head brown leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

275 gns.—Singer 9, 1937 model, Le Mans Special Speed 2-seater, metallic blue, maroon leather, Scintilla Vertex, 2 spare wheels, new hood, excellent condition terms, exchanges.—Rowland Smith, below.

245 gns.—Singer 9, July 1937, Le Mans sports coupe, black, sliding head, green leather, good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MANCHESTER, South Lancashire, North Cheshire; specialized sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 1080. Deansgate, Manchester. Deansgate 4507. [0399

Singer Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

CAMDEN MOTORS urgently require good 1949-50 Singer 1500 saloons; particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

Singer Spares and Service

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091-2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274-5-6.

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [0219

SPORTS CARS

S

SIMMONS offers a selection of sports cars including Lagonda 2-litre, 1930, rebuilt and re-registered 1948, with modern coachwork, £200 or near; Alvis Speed 20 Charlesworth saloon, 1934, synchromesh gears, independent front, engine complete recondition Laystall's 1951, Martlett's K568 valves, etc., £250 or near; Allard special, 8ft wheelbase, built 1949, £400 or near; it is desired to dispose of the above end of season stock forthwith and very advantageous terms can be offered to prospective purchasers of these or any other cars we hold in stock.

SIMMONS (MAYFAIR), Showrooms, 12, Rex Place, Park Lane, Mayfair, W.1. Grosvenor 2635. [C4012

BLAKES

THE Northern Sport and

RACING Car Specialists.

BLAKES buy, sell and repair racing and sports cars; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [4994

C.N.K. MOTORS offer:—

1939 Triumph Dolomite 14hp drop head foursome coupe, black with brown leather, new moon hood, excellent tyres, windtones, superb condition throughout; £425.

1947 (Sept.) M.G. T.C., immaculate, one-owner car, 4 new tyres; £545.

1938 Hillman Minx drop head coupe; £255.

1921 Chevrolet tourer, 640 miles from new; £175.

TERMS, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

RICHARDS & BROWN offer:—

£160— M.G. 18/80 Mark II saloon, 1931.

£99—Bentley 4-litre saloon, 1931.

£295—Racing Talbot 105, chassis in road trim, ex-Dr. Roth.

£995—Bentley 1935 3½-litre Corsica sports tourer.

£130—M.G. 8hp 2-seater, 1931.

RICHARDS & BROWN, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 and 2322. [C3049

AUSTIN Nippy, good condition; £165 o.n.o.—65, Victoria Rd., Worthing 4635. [5103

1938 H.R.G., excellent condition; sell/small car part exch.—"Dalrymple," Ifield, Sussex. [5087

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ALLARD 61K roadster 1947, £495; A.C. 2-litre d/h foursome, 1939, £455.

ALVIS Speed 25 tourer, 1939, £475; Alvis Silver Eagle d/h foursome, 1936, £345.

ALVIS 17 d/h 1936, £225; Austin 12 saloon, 1937, £245; Austin 7 2-seater, 1932, £118.

BENTLEY 4½-litre tourer, 1928, £295; Bentley 6½-litre tourer, 1928, £225.

CITROEN Light 12 saloon, 1937, £365; Citroen 15 saloon, 1936, £195.

FRAZER NASH-B.M.W. cabriolet, 1938, £325; Fiat 1100, Viatto coupe, 1939, £395.

FIAT 500 cabriolet, spotless, 1938, £275; Fiat 500 fixed head coupe, 1937, £225.

FORD 10 tourer, 1936, £195; Ford 30hp utility, 1947, £195.

HOTCHKISS 3½-litre Grand Sports roadster, 1936, £425; Hudson 22hp coupe, 1942, £395.

JAGUAR 1½-litre sports saloon, 1936 £295; Jaguar 2½-litre sports saloon, 1936, £195.

JOWETT Javelin de luxe saloon, 1949, £775; Jeep utility, 1948, £225.

KIEFT 1100 Mark II Jap, ex-Michael Christie, ready for seasons racing; £450.

LANCHESTER 20hp Mulliner saloon, 1938, £275; Lanchester 12hp saloon, 1935, £175.

LAGONDA 2-litre saloon, 1932, £165; Lagonda 16/80 V.D.P. tourer, 1933, £325.

LAGONDA V.12 saloon, comprehensive Lagonda history, 1938/49, £725; 4½-litre tourer, 1934, £395.

MERCEDES-BENZ 540K, Type A cabriolet, 1937, £875; Mercedes 230 saloon, 1939, £495.

M.G.—See large selection under M.G. column; try us for spares and repairs.

RILEY 2½-litre saloon, 1948, £895; Riley 2½-litre roadster, 1950, £1,250.

RILEY 1½-litre Kestrel saloon, 1935, £275; Riley Lynx 14hp tourer, 1933, £245.

RILEY 9 Monaco saloon, 1933, £145; Railton drop head foursome, 1936, £295.

ROLLS-ROYCE Phantom II saloon, 1934, £395; Rover 16hp saloon, 1937, £345.

S.S.100 3½-litre Competition 2-seater, 1939, £495; Singer 9 Le Mans 2-seater, 1935, £245.

STANDARD 8 d/h foursome 1939, £295; Standard 8 tourer, 1939, £315.

TRIUMPH Gloria 16hp tourer, 1935, £175; Vauxhall 14 saloon, 1936, £215.

WOLSELEY Hornet 4-seater tourer, 1933, £145; Singer 9 Bantam saloon, 1936, £195.

PERFORMANCE CARS. [C3041

B. & G. MOTORS offer:—

£275—Talbot 105 open speed 2-4-seater, Aero screens, terrifically fast and just the job for the knowledgeable enthusiast.

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£148—M.G. 12hp special super sports low-built 2-seater, special HC cylinder head, outside manifold and exhausts, very rapid car.

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£129—Austin 7 Ruby open 4-seater, 1936 (March), excellent sidescreens, runs very well indeed, taxed, a bargain at this price.

£120—Wolseley Hornet 12hp open sports 4-seater, blue, 4 speeds, fold-flat screeen, etc., etc.

£90—Austin 7 open sports 2-seater, goes like a little rocket.

TERMS.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters in far above average condition; please telephone for details of current stock, including:—

ALFA-ROMEO 1934 1,750cc supercharged saloon (by makers), in magnificent condition throughout.

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M.G. 1938 1½-litre tourer in quite incredible exhibition condition.

M.G. 1932 C type supercharged 2-seater; originally delivered to and raced by well-known titled driver, 12in hydraulic brakes, 16in rear wheels, Scintilla polished and balanced crank, new tyres, many spares available.

RILEY 1935 Kestrel 9 saloon.

AND other cars of quality.

PARTICULARS of vintage and sports cars for disposal with photographs and price required, will be gratefully received and acted upon immediately.

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£200—1939 B.S.A. Scout 10hp 2-seater sports, excellent condition, black.—Gulliver 4958. [5208

JAGUAR S.S.100, 3½-litre, 1939, excellent condition. —Tel. Fausset, Grosvenor 4774, working hours. [5050

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ALFA-ROMEO post-war Type 2.5 coupe.

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LANCIA Aprilia 1938-39 sports saloon; £495.

MERCEDES 540K foursome drop head, specimen.

MERCEDES 200 foursome, reconditioned throughout, specimen.

M.G. 2-litre coupe, 1938, Bugatti blue.

ROLLS-ROYCE 25 sports saloon, 1932 series, radio, etc.; £675.

ROLLS-ROYCE P.II Owen foursome coupe reconditioned.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

MERCURY offer special bargain offers.

£275—1938 Aston Martin 2-litre sports saloon, smart appearance, excellent tyre, etc., engine requires top overhaul, good oil pressure.

£265—1936 Riley 12/4 Lynx open 4-seater, cream and maroon, new hood and tonneau, excellent tyres nice chassis, engine requires slight attention.

£255 Frazer Nash 1½-litre 2-seater, in super condition, twin cam, supercharged, twin mag., polished axle, alloy brakes, Duplex third and top, engine requires slight attention.

£245—S.S. 90 Jaguar super sports 2-seater, nice runner, good hood and tonneau, excellent tyres, smart car.

£225—110 Talbot sports saloon, excellent condition throughout, resprayed, perfect tyres and battery, a famous car capable of over 90 mph.

SELECTION of over a dozen other good sports cars to chose from.

TERMS or exchanges on any car.

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WEST LONDON MOTOR MART offer a large selection of vehicles all under £150.

ALVIS Special, £145; Alvis 20hp, £95; Alvis 17hp, £75; Auburn 30hp, £45; Austin 10, £95; Austin taxi, £45; Austin 12, £69; Austin 12, £95; Bentley 3-litre, £145; Bentley 6½-litre, £145; Chrysler Utility, £85; Daimler 15, £97; Lanchester 10, £65; Morris Minor, £97; Morris pick-up, £145; Morris 12, £135; Morris 8, £145; Railton saloon, £125; S.S.1 saloon, £145; Rover 14, £145; Rover 14, £145; Wolseley 12, £95; Wolseley 12, £89.

IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. [C3041

NOEL ROSCOE offers:—1938 M.G. T.A. 10 2-seater, sports, one owner, faultless condition; £395.

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MANY more cars of all types in stock; hire purchase on all cars, exchanges, immediate insurance; open until 8 p.m. Monday to Saturday, Sunday 11 to 7 viewing only.

AMERSHAM Rd., Chalfont St. Giles, Bucks. Tel. Chalfont St. Giles 152. [C30■2

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MORGAN 4/4 with special streamline open 2-seater sporting body, first regd. 1950; £700.

1500 cc s/ch. Alfa-Romeo streamline open 2-seater, to be finished to customer's requirements; £600.

2.3-litre type 6c Alfa-Romeo, Mille Miglia engine, full 5-seater saloon, to be finished to client's requirements; £1,400.

ALRIC Hs., Alric Avenue, New Malden. Tel. Mal. 4403. [5192

1930 Rolls-Royce, Phantom 2, Hooper saloon, excellent tyres; about £285.—Dale, 142, Chesterton Rd., Cambridge. [4920

TRIUMPH sports 2-seater, 10.8hp, 1935, slab tank, twin spares, good condition; £285 o.n.o.—54, Catherine St., Salisbury. [46■9

1936 Triumph Gloria 16hp sports tourer, 4-5 seats, mechanically excellent, new hood; £150.—Lacey, 66, Netley St., Farnborough, Hants. [5124

1934 T.T. Magnette NE, fitted unsupercharged K3 engine, two superchargers, manifold; £275.—136, High St., Henley-in-Arden, Birmingham. [5095

£100—Enthusiasts only; 1925 Bentley 3-litre sports 2-seater, to be bought as it stands from storage.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

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WOLSELEY Hornet E.W. Special, extensively overhauled, including front axle, transmission, new radiator, tyres, battery and hood, Runbaken coil, twin S.U.'s, etc.; first £150.—Maidenhead 3222. [5132

NOV., 1949, Austin-Ford Special, twelve hundred miles only, fitted new Ford 10hp engine, twin carbs, oil-coil, tyres as new, new battery, hood, etc., in perfect trials condition, done five trials only, successful in four; sacrifice at £150.—"Bradley," 78, Essella Rd., Ashford, Kent. [509

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ALLARDS, choice of 5; see under "Allards."

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LANCIA DILAMBDA saloon, 1931, over £300 just spent; two owners, taxed year; £245.

TRIUMPH 1800 saloon, 1949; £695.

FORD Prefect, 1950, one owner; £695.

HEALEY 1947 Elliott saloon, just back from makers; £995.

M.G. 2-litre saloon, 1937; £325.

ROLLS-ROYCE Phantom 2 Continental saloon; £395.

S.S.1 16hp coupe, one owner, 32,000 miles; £395.

TALBOT 105 saloon, rebuilt 1951, £10 tax; £150.

LAVIS Speed 20 drop head, really immaculate; £495.

PACKARD 1936 saloon, 26hp, taxed year; £225.

M.G. 1½-litre saloon, 1949, radio; £795.

COME and inspect these and the remainder of our stock; open to 7 p.m. Monday to Saturday; open for inspection Sunday mornings; part exchanges, hire purchase facilities, etc.
35 Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1938 Jaguar 100 2-str competition sports, gun-metal grey, red leather, reconditioned engine, June, 1952, costing over £150, new tyres, bodywork immaculate, new hood, mileage 41,000, privately owned; offers over £500.—36, Selbourne Rd., Hove, Sussex. [5217

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SPEEDSTERS, Ltd.—The largest and most immaculate selection of sporting cars in this country; Alvis, Allard, Bentley, Bugatti, Fiat, Invicta, Jaguars in variety, M.G.s in profusion, Mercedes, Railton, Riley's in abundance.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 625. [C4020

LEA-FRANCIS completely rebuilt 1950 Special, professionally made 2/4-seater aluminium sports body with new hood, tonneau cover, etc., 12hp Meadows engine, reground crankshaft, Cromard liners, Martlett pistons, magneto and dynamo overhauled by makers, wire wheels rebuilt, new tyres, 25 mill. slab petrol tank, extra high axle ratio, taxed end of year; £250.—39, Oxford Gdns., Twickenham, Middx. Popesgrove 1465. [5149

1095 gns.—Allard (December) 1950 J2 competition sports 2-seater, red, red leather, actual Earls Court Show Ardun ohv engine, close ratio gear box, heavy duty clutch, coil spring suspension, De Dion rear axle, touring and racing windscreens, concealed hood, one owner, genuine 2,600 miles, unworn original tyres, completely unmarked and indistinguishable from brand new, current list price £1,713; terms, exchanges.—Rowland Smith, below.

595 gns.—Allard (June) 1948, sports 4-seater, metallic grey, fawn leather, concealed hood, specially tuned engine, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. 1948 model, 1½-litre special sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987

M.G. Magnette pillarless saloon or pre-1937 Riley saloon; state price and condition.—Box 0772. [4816

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A SPECIALISED service offered to racing and sports car owners. For better performance, increased cooling, and even heat distribution, have your cylinder head copper-plated (coppersed) by technical experts.—Farm Repairs, Ltd., Fisher Gate, Nottingham. Tel. 45618. [0185

S.S.

125 gns.—S.S. 16hp close coupled foursome coupe, clean car.—Autosnips, 8, Balham High Rd., Balham 1509. [C1009

S81 1935 saloon, recent overhauls, etc., £350 bills available; £300 o.n.o.; purchaser's fare refunded.—Box 0936. [5045

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THIS week's bargain.

1948 drop head foursome coupe, grey, new black hood genuine 26,500 miles, new Standard engine recently fitted as perfect motoring required, distributor maintained, chrome bodywork perfect, any trial, A.A. examination; £500, o.n.o.—Barnes-Stott, 373, Chelsea Cloisters, S.W.3. Tel. Kensington 8566 after 7. [5245

COACHCRAFT offer:—

£410.—1947 Standard 8 saloon de luxe, practically as new in every way, full servicing records available; written 5 months' guarantee; terms to suit.

COACHCRAFT, Elm Rd., Evesham. Tel. 6559. [C1053

1948 Standard 8 tourer, black, leather upholstery, immaculate condition, low mileage.

RIPCO, Ltd. (Standards Purchased), 19, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

STANDARD 8

C.M.I. CAR SALES (Pri. 6625), offer:—

1946 Standard 8 drop head coupe, black, new hood.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

STARNES MOTORS offer at clearance prices:—

£435.—Standard 8 saloon, 1946, black with fawn leather, very nice, well-kept car.

£465.—Standard 8 tourer, 1946, low mileage, black with fawn upholstery, good black hood, excellent condition.

STARNES MOTORS, Standard Specialists, 105, The Broadway, Cricklewood, N.W.2. Gladstone 2480. [3545

1939 (August) Standard 8 tourer; £500.—Lewis Motors, Gerrards Cross 3777. [5027

1946 Standard blue saloon, excellent condition; £400.—Kingston House, Hyde St., Winchester, Hants. Tel. 4611. [4649

1939 Standard 8 4-seater tourer, grey with blue leather, originally clean and mechanically perfect, taxed; £265.

THAMES MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [C4030

1948 model Standard 8 tourer, grey, one owner, splendid condition throughout; only 381 guineas.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

375 gns.—Standard 8, Sept. 1946, foursome drop head coupe, grey, blue leather, very good condition; terms exchanges.—Rowland Smith, below.

365 gns.—Standard 8, November 1946, saloon black, sliding head, radio, unworn tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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STANDARD 8 1947½ grey saloon, regularly maintained in excellent condition; used as second car; £425.—36, South Rd., Southall, Middlesex. Sou. 1676. [5282

1939 Standard 8 saloon de luxe, very nice condition, with wireless; £265; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890. [C3054

1947 (November) Standard 8, drop head coupe black with brown interior; mileage 23,000, left-hand steering; offers wanted.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1073

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STANDARD 9, Sept., 1950, economical and reliable engine; nearest £200.—Knight, Shawell, nr. Rugby. Tel. Stainford 25. [5117

STANDARD Big 9 (registered 31/12/32), not yet run in, from overhaul; £100 or nearest.—52, Elston Ave., Newton-le-Willows, Lancs. [5162

1934-5 Standard 9 saloon, black/brown hide upholstery, four practically new tyres, reconditioned engine; £185, or on very easy hire purchase terms.

KNIGHT AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-day 9 a.m. to 7.30 p.m. [C2044

STANDARD 10

1947 (October) Standard drop head coupe; £470.—Lewis Motors, Gerrards Cross 3777. [5028

SUPER Standard 10 saloon, 1937, one owner, low mileage, taxed; bargain, £295.—Wimbledon 0247. [5076

STANDARD 12

ACRES offer:—

1947 Standard 12 saloon, black, brown upholstery carefully used by fastidious owner; £595.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

C & S MOTORS offer:—

1938 Flying Standard 12 saloon, in first-class condition, with new engine, good tyres.—Dudden Hill Lane, Neasden. Gladstone 8695-6. [C1064

STANDARD 12

GLANFIELD LAWRENCE offer:—

1947 (October) Standard 12 saloon, black/green 20,000 miles, fine example; £675.—407, High Rd., N.12. Finchley 0091. [C2053

1948 Standard 12 drop head coupe, absolutely as new, unrepeatable; £645.—Below.

1940 Standard 12 de luxe saloon, excellent; £595; 5 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 2228 and 5774. [C4034

£575.—1947 Standard 12 de luxe saloon, rebored, taxed Dec., fitted loose covers, colour black.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Paddington 0289. [C2053

210 gns.—1937 Standard 12 saloon, clean car.—Autosnips, 5, Balham High Rd., Balham 1509. [1008

£290.—Standard Flying 12 1938 4-dr. sln., excellent original cellulose, engine as new; choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-8. (50 yards Holland Park Tube.) [C1017

DROP head foursome coupe Standard 12 in spotless condition, grey and blue, 1948 series, stored since 1951; unrepeatable bargain at £550.

WALPOLE MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1197. [C4010

L. F. DOVE offer: 1946 (Nov.) Standard 12 saloon, grey with blue, one owner, 29,000 miles; £625.—69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077

1947 Standard 12hp saloon de luxe, one owner, in new condition; £595.—Mayfair Carriage Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C9034

£250.—1937 Standard 12 saloon, one owner from new, excellent condition throughout; hire purchase terms, etc.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2865. [C1056

1946 Standard 12 shooting brake, brand new, completely rebuilt and reconditioned, first registered May, 1952; £560 near offer.—Fisher, 195, Trowell Rd., Wollaton, Nottingham. [5150

£425.—1939 Standard 12, black with brown hide upholstery, one owner, very carefully used, engine recently reslieved, whole car in post-war condition.—G. S. Hall, 502, King St., W.6. Riverside 2691. [C2051

465 gns.—Standard 12, June 1946, foursome drop head coupe, black, brown leather, radio, one owner, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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OVERSEAS CARS, Ltd.

1947 Standard 14 drop head coupe, black; £625, or near offer.

1948 Standard 14 drop head coupe, black; £695.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5031

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1948 Standard 14 drop head foursome coupe, in excellent condition, any examination; accept £550.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

B. J. HUNTER, Ltd., offer:—

1947 Standard 14 coupe, most attractive car in grey; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1947 14hp Standard foursome drop head coupe; £550.

EVANS & O'HALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [4351

1949 Standard 14 sal.; £665.—Blue Star Garage, 617, Finchley Rd., Hampstead, N.W.3. (Ham. 2254.) [5175

1948 Standard 14 saloon, good condition; £595.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [5208

1948 (July) Standard 14 saloon, very good condition, engine reconditioned by makers January 1952; £675.—J. Gibbs Ltd., Bedford, Feltham 4274. [4629

STANDARD 14hp 1948 saloon, black, red leather upholstery, moderate mileage, beautiful runner, part exchanges; deferred terms; written guarantee.—Chain Garages, Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 6304-5.

1938 Standard 14 drop head coupe, beautiful 5-seater body by Ranalagh (3-position head), excellent performance, new hood, battery, carburetter, shock absorbers, and rechromine recently; best offer over £400; h.p. arranged.—Western 6870. [5098

545 gns.—Standard 14, July 1948, saloon black, sliding head, green leather, one owner, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 16

FLYING Standard 16, immac. cond., twin horns, disc wheels, blue, taxed; what offers? sale or exchange smaller car.—After 7 or week-ends 9, Robinson Rd., E.2. [5036

STANDARD VANGUARD

CAR MART, Ltd.

1950 Standard Vanguard saloon, heater, 9,000 miles.—£865.

1949 Standard Vanguard saloon, heater, 6,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

OVERSEAS CARS, Ltd.

1949 Standard Vanguard saloon, grey, radio and heater; £725.

1950 Standard Vanguard saloon, grey, radio and heater; £850, or near offer.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5031

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Standard Vanguard, grey, blue upholstery.—Tel. Radlett 5681-6. [C4003

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

MONTROE MOTORS offer:—

1949 Vanguard saloon, one owner; £625.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C3015

B. J. HUNTER, Ltd., offer:—

1950 Vanguard saloon, colour black, one owner since new; £895

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard saloon, radio, heater, 15,000 miles.—4, Brick St., Park Lane, London W.1. Grosvenor 4772/3. [C3051

'51 Vanguard, B.M.T.A. consent, as new, list price, Carr Bros., Purley. Upl. 4812 [5169

1949 Standard Vanguard saloon, leather, excellent condition; £695.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3023

VANGUARD saloon, black with red leather upholstery, fitted radio and heater, 14,000 miles only, definitely as new, owner going abroad.—Apply Box 0955. [5185

1950 Standard Vanguard blue saloon, 19,000 miles, heater, beautiful condition, one owner; nearest offer to £825.—Gipsy Hill 0288 after 7 p.m. [5225

AT Richmond.—1950 (August) Vanguard saloon, Comet blue, 7,000 miles, really as new; £950.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. [C2038

1950 Vanguard estate car, low mileage, carefully maintained and as new, radio, heater, etc.—Machin, Kennedy House, Kingsland, Shrewsbury. [4953

1949 Standard Vanguard saloon de luxe, leather, heater, radio, in good condition; £635.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1950 Standard Vanguard, black with brown leather, radio, heater, Laycock overdrive, Ports, demonstration reasonable distance; £850 o.n.o.—Morton, Ravenstone, Penrith. Tel. 2009. [4884

6000 miles.—1950 Vanguard, black, heater, as new throughout, trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1950 Standard Vanguard saloon, radio, heater, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

1950 Vanguard saloon, comet blue, grey leather upholstery, 17,000 miles, heater, seat covers, as new throughout; £775, consider exchange.—Turner, Palmers Green 7935. [C4036

1949 (June) Standard Vanguard, grey, red leather, heater, one owner, meticulously maintained; £695, or near offer.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

LOWEST priced Vanguard!!!—1950 (March) saloon, in black, rear spats, heater, leather, most attractive condition, fully guaranteed; £775.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

£745!—Genuine 1950 (March) Vanguard saloon, fitted heater, rear wheel spats, etc., black with red upholstery, in superlative condition throughout; 3 months' guarantee; terms, exchanges, etc.

GRAYS CARS (LONDON), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2365. [5221

ROSE & YOUNG, Ltd., offer 1951 Vanguard l.h.d., low mileage, immaculate condition, heater, radio, and leather, black; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

645 gns.—Standard Vanguard, April 1949, saloon, steel grey, grey leather, H.M.V. radio, excellent condition; choice of 4 Vanguards; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Standard Vanguard Cars Wanted

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052

Standard Miscellaneous Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.
R
S

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Standard.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0431

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [W2051

Standard Spares and Service

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham Rd., S.W.17. [0522

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

DISMANTLING 1949 8hp, 1936 12hp, 1936 9hp.—Motolympia, Welshpool. Tel. Oswestry 480. [0436

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1201

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [1200

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-145, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

SPIKINS (TWICKENHAM) Ltd., 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares, service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams, Spikins, Twickenham. [0544

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002

STUDEBAKER

SIMPSON'S MOTORS offer:—

1949 Studebaker Champion, fitted with overdrive.

1950 Studebaker Champion, right-hand drive, all extras, grey

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD late model Studebaker, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/3903. [0673

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulse Hill 4505. [0315

SUNBEAM-TALBOT

DICKS

1948 Sunbeam-Talbot 10hp sports tourer, maintained by makers (bills here, £140); £695.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

L. F. WARD, Ltd

1950 Sunbeam-Talbot "90" drop head coupe, colour bronze, 14,000 miles, one owner, exceptionally clean car.

1950 (Nov.) Sunbeam-Talbot "80" saloon, colour black, 4,000 miles only, spare wheel unused, fitted radio, immaculate car.

L. F. WARDS, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

CYRIL SHEPPARD, offers:—

1939 Sunbeam-Talbot open tourer, bronze, leather, new hood and curtains, excellent throughout; £435.—Cyril Sheppard, 102, Kings Rd., Reading 2712. [5248

WARWICK MOTORS offer:—

1950 Sunbeam-Talbot 90 16hp saloon, black, beige leather, 10,000 miles.

1950 Sunbeam-Talbot 90 14hp saloon, green, beige leather radio and heater, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

B. J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, one titled owner, as new.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHARLES RICKARDS, Ltd., offer:—

1949 (Mar.) Sunbeam-Talbot 80 saloon, fitted H.M.V. radio and heater, finished metallic grey, total mileage 14,986 since new, one careful owner, faultless condition; £875.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 minutes from Marble Arch). Pad. 1820. [C3050

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Sunbeam-Talbot 90 saloon, green, 14,500 miles, taxed year, unmarked; £1,075.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084/5. [C2034

SUNBEAM-TALBOT

BROOKLANDS.—Individuality, new and used.

1951 Sunbeam-Talbot 90 saloon, black; £1,250.

1950 Sunbeam-Talbot 80 saloon, green; £1,075.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1950 Sunbeam-Talbot 80, one owner, 12,600 miles, black with brown leather; £895.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [5233

SPECIAL bargain.—'39 Sunbeam-Talbot 10 drop head foursome coupe; £450.—Roys, Euston 2700. [C3059

SUNBEAM-TALBOT 90 saloon, November, 1949, 10,000 miles, one owner, perfect; £900; West London.—Box 0844. [4914

1948 Sunbeam-Talbot 10 saloon, gun grey, excellent condition, recently overhauled, taxed; £750.—Box 0821. [4883

£895.—1949 model Sunbeam-Talbot 90 gunmetal saloon, 23,500 miles only, H.M.V. radio, Rootes serviced.—Northwood 2373. [5153

1940 Sunbeam-Talbot d/h coupe; £460.—Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C4019

£475.—Sunbeam-Talbot 2-litre 1940 4-dr. sports sln., in really exceptional condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube.) [C1017

CAMDEN MOTORS.—Sunbeam-Talbot 10hp drop head foursome coupe, 1939, dark blue, grey leather and hood, lively little engine, goes well; £395.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, silver grey, attractive all-round condition, fast, economical and reliable; £425.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, fitted Motorolla radio and five new Firestone tyres, excellent order; £445.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp open 4-seater sports tourer, 1939, in maroon, fitted brand new hood and screens, looks and runs like a post-war car, several extras, Mellowtones, etc.; £425.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1946, a really fine example of this post-war series, cellulose unmarked, engine just decoked and tuned in our workshops, moderate mileage; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp open 4-seater sports tourer, 1947, genuine one-owner car since new, in quite immaculate condition, fitted radio, reversing lamp, Notek pass lights; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1947, stylish silver-grey finish with grey leather, new engine fitted last month; £625.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp model, 1948, one of the best we have handled, magnificent engine and road performance; £695.

CAMDEN MOTORS.—Sunbeam-Talbot "90" saloon, late 1950, condition practically indistinguishable from brand new, satin bronze finish; £925.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday-Saturday. [C1035

NAYLOR & ROOT.—'48 Sunbeam-Talbot 2-litre saloon, maroon, red hide, superb condition; £735; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

SUNBEAM-TALBOT 10, 1946, sports tourer, black with red upholstery, engine recently reconditioned, 5 very good tyres, taxed to December 31st; £495; cash or hire purchase.

LANG & MACKLEY, Ltd., 118, Huntingdon St., Nottm. Tel. 43918. [5022

1949 Sunbeam-Talbot 90 saloon, heater, one owner, car in excellent condition throughout, any examination or trial, taxed year; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1950 Sunbeam-Talbot 90, silver grey, radio, heater, rimbellishers, mileage 20,000, immaculate; £930.—Kingsland Dye Casting Co., Ltd., Denmark St., High Wycombe 2278, or Field End 9808 evenings and week-end. [5169

£935!!—1950 (March) Sunbeam-Talbot 90 saloon bronze with maroon leather, fitted radio, one owner, recorded mileage 10,000, believed genuine, excellent tyres, spare unused, taxed, 3 months' guarantee; terms, exchanges

GRAY'S CARS (LONDON), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2365. [4764

1951 series Sunbeam-Talbot drop head coupe finished blue with fawn hide upholstery, fitted radio and heater, mileage under 7,000, carefully used and as new in every detail; £1,225.—Anchor Motors, Chester. Tel. Chester 21512. [4890

1939 (June) Sunbeam-Talbot 3-litre sports saloon, in perfect condition, black with light grey hide upholstery, fitted 4 new Dunlop tyres, the whole car in original condition, a really outstanding car in its class; £475.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725/5870. [C1014

495 gns.—Sunbeam-Talbot, 1939, 10hp sports saloon, black, sliding head, fawn leather, wheel discs, good tyres, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 (late) Sunbeam-Talbot 90 saloon for sale satin bronze with maroon upholstery, Bedford cord covers to front bucket seats, floor mats over all carpets, fitted H.M.V. radio, heater, demister, 5 Goodrich covers and lifeguard tubes; car has been scrupulously maintained, serviced and recellulosed; this car is in a truly impeccable condition with one owner-driver only.—May be seen by appointment on application to Isles, Ltd., Stanningley. Tel. Pudsey 5660. [5015

Sunbeam-Talbot Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0156

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Sunbeam-Talbot Cars Wanted

R

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath (Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0990

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

CAMDEN MOTORS urgently require post-war Sunbeam-Talbot saloons, drop head coupes and tourers; particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

Sunbeam-Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0782

TALBOT

TALBOT 10 d.h., 1936, £170 bills, seen week-ends, Bognor: £290.—Middleton-on-Sea 421. [5251

TALBOT "90" saloon, as new, 2,000 miles only, black with red interior, many extras.—Apply Box 0956. [5186

1935 Talbot 110 coachbuilt drop head, beautiful condition; bargain, £300 o.n.o.—51, Dumbleton Ave., Leicester. [4882

1936-7 105 Talbot, this car is fitted with a magnificent foursome drop head coupe body by James Young and is finished in powder blue; 375gns.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353/1709. [4353

£135.—1933 Talbot 95 sports saloon, unworn tyres, good batteries, original condition; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

345gns.—Talbot 10, 1938 sports saloon, green, sliding head, green leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£375.—Talbot 10 1938 tourer, gunmetal, reconditioned engine just fitted, one owner, small mileage, carefully used, laid up war, 33mpg, any test by appointment. — Charlesworth, Braehead, Kingsland, Shrewsbury. [4911

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

Talbot Spares and Service

DISMANTLING: 3 Talbots 1936 18, 1934 21, 1933 21.—Motolympia, Welshpool. Tel. Oswestry 480. [0607

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden, Ltd., 289, London Rd., Croydon. Tho. 2022. [0808

TRIUMPH

CAR MART, Ltd.

1950 (Nov.) Triumph Mayflower saloon, 7,000 miles; £925.

1950 Triumph 2000 Renown saloon, radio, heater 9,000 miles; £1,095.

1949 Triumph 2000 Roadster, 17,000 miles; £875. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd.

1950 (November) Triumph Renown saloon, maroon with beige, 12,000 miles, one owner; £1,150.

1950 (November) Triumph Mayflower saloon, maroon, 8,000 miles, one owner; £850.

1949 2000 Triumph Roadster, black with beige, radio, low mileage; £895.

NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. [C3024

McKINNON MOTORS, Ltd., offer:—

1949 (April) Triumph 2000 razor edge saloon, black, beige leather, heater, twin chrom. spot lamps, 11,000 miles only, brand new condition, a beautiful carriage; £995; 6 months' guarantee.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

GUY SALMON AUTOMOBILES offer:—

1951 Triumph Renown, 9,000 miles (subject to balance of covenant); £1,195.

1950 Triumph Mayflower, heater and radio; £850.

1947 Triumph 1800 Roadster, condition quite exceptional; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3 [C3001

TRIUMPH

1937 Triumph Dolomite sports saloon, excellent condition; £265.

G.P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12. (100 yds Clapham South Tube.) Batt. 1107-8-9. [C2024

1949 Triumph razor edge saloon, black, beige leather upholstery, one owner; £875.

MAYFAIR CARRIAGE Co., Ltd. The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1938 Triumph Dolomite 14hp saloon, radio, very good condition; 3 months' guarantee; £325.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1948 (June) Triumph Roadster 2/4-str. coupe, black/blue leather, twin-view mirrors, taxed year, perfect car; £675.

1949 (April) Triumph Roadster 2000 model; black/red leather upholstery, twin-view mirrors, taxed year, excellent condition throughout, radio and heater; £825.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795/6. [4463

1949 (March) Triumph 2000 sal., grey, grey leather, ex. cond., 20,000 miles, fitted radio; £1,000.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

795gns.—Triumph 1800, November 1948, razor-edge saloon, gunmetal, grey leather, excellent condition; terms, exchanges.—Rowland Smith.—Below.

695gns.—Triumph 2000, April 1949, Roadster coupe, black, grey leather, Windtone horns, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Triumph 2000 Roadster, champagne, £775.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [C3043

'37 Triumph "Vitesse," recon. eng. recently fitted, immaculate throughout; £395.—Soho Garage, Soho Sq., W.1. Ger. 6678-9. [5170

1949 Triumph Roadster, champagne, red upholstery, 16,000 miles genuine; best offer over £750.—Box 0905. [4981

1950 Triumph Mayflower, one owner, mileage 6,000, as new; £895.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [5207

1949 Triumph 2000 saloon, grey; £875.—Jack Olding & Co., Ltd., 8-10, North Audley St., W.1. Mayfair 5242. [C3030

1949 Triumph Roadster, green, 22,000 miles; £875. —Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3037

NAYLOR & ROOT.—'49 Triumph 2000 Roadster, mist green, radio, attractive; £825; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

1947 Triumph Roadster, black, beige, new hood privately maintained, exceptional condition, 31,500 miles; £650.—Elverston, Broadlands, Motcombe Grove, Gatley, Cheshire. [5048

1938 Triumph Dolomite 12hp black, chrome saloon, green hide well maintained, new tyres, very smart; £295.—Bates, "Donats," Catherine Rd., Newbury. [5029

TRIUMPH 1800, April, 1949, grey leather upholstery, heater, 4 new tyres, 45,000 miles, one owner, regularly serviced works, very good condition; £950; seen London.—Ring Secretary, Sloane 4111. [4905

TRIUMPH Renown saloon, 1952, mileage 8,000, fitted radio, overdrive lap; £1,285; hold permission to sell.—Star Motors, The Slopes, Lower Henley Rd., Caversham, Reading. Tel. Reading 71838. [4999

£850.—1950 Triumph Mayflower, maroon with beige leather, heater, radio, guaranteed 6,300 miles.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

NOVEMBER, 1946 Triumph 1800 razor-edge saloon, one owner, beautifully maintained, original condition; £745.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

TRIUMPH 14 saloon, 1938 model, 37,000 miles, laid up during war, original black cellulose, with red leather upholstery, in absolute first-class condition, genuinely cared for by a retired gentleman; £450 or offer.—"Kingsley," Woore, Nr. Crewe. Tel. Pipegate 271. [5072

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering a Roadster in black, appearance far above average, etc., good stock of cars and commercial vehicles of all types available.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [4217

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212

ROWLAND SMITH'S

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992

ALMOST new Triumph required; cash payment.—Morley, 94, Streatham Hill, S.W.2. Tulse Hill 4488. [0857

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15 [0182

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [W2051

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Va. 3114 (10 lines).

Triumph Spares and Service

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

UTILITY CARS

JACK STONE & Son. offer:—

1950 (July) Austin 10, 6-seater coachbuilt utility; 1949 Morris 12 6-seater coachbuilt; 1948 Lea Francis 1½-litre 6-seater coachbuilt; 1948 Ford 10hp 7-seater utilicon; 1948 Austin 8hp 5-seater utilicon; 1947 Ford 8hp 5-seater utilicon; 1946 Ford 10hp 7-seater utilicon; 1938 Austin 10 6-seater metal body; 1937/8 Ford 8hp 5-seater coachbuilt; many others; cash, terms or exchanges; let us know your requirements, send for up-to-date list.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7. [C4021

ROWLAND SMITHS for Utility Cars.

395gns.—Austin 8, Jan. 1946, 5-seater shooting brake, coachbuilt natural timber body, glass all round, removable seats, rear entrance, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

395gns.—Ford 8, June 1947, 4-door 5-seater Utility, coachbuilt varnished timber body, glass all round, removable rear seat, drop tail-board, carefully used, excellent conditions; terms, exchanges.—Rowland Smith, below.

125gns.—Jeep (Ford), registered July 1947, 4-seater utility, glass side windows, rear entrance, spare wheel, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MEBES & MEBES, Ltd. (Est. 1895) offer:—

1948 (Nov.) Bradford 8hp six light utility, royal blue, small mileage, one owner; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

VANGUARD estate car, 1,000 miles only, as brand new.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

1948 Phase II Commer utility, reconditioned engine just fitted; £655.

BREW BROTHERS, Ltd., 183, Old Brompton Rd., S.W.7. Ken. 2468. [3077

21hp Wolseley utility 1936, rebored, new tyres, clutch, excellent condition; £285.—Richmond 5991. [5210

1951 model Bradford de luxe utility, one owner, excellent condition throughout; guaranteed £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1950 (Nov.) A40 utility, ash and mahogany body, 8,000 miles, heater, one owner; £895.—Tel. Walton-on-Thames 4601. [4869

1946 Humber Snipe utility, quite definitely a gift; £1.5.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725 [O1011

LATE 1947 Alvis 14hp timbered body Estate car, licensed to the end of year; £700.—Can be seen at West End Garage, Buckingham. Tel. 2209. [5234

AUSTIN 10 utility 1947, coachbuilt body recellulosed, fold-flat rear seats, excellent condition throughout, 46,000 miles; £625.—Box 0666. [4390

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6 [0621

1950 (Dec.) Austin A40 Countryman, 22,000, in green first £750 cash or h.p., taxed year.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 8. [5277

FOR sale, new Ford 30hp shooting brake, beautifully grained and varnished, seats six, 85 mph, immediate delivery; £895.—Chaseside Motor Co., Ltd., Enfield. [4399

£777.—1950 (May) Austin A40 utility, fold over disappearing seats in rear, genuine 7,700 miles only and absolutely brand new throughout.—Below.

£495.—Standard 12 fitted brand new wood body, costing £200, excellent bodywork throughout, absolute gift.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley N.12, Fin. 6221. [C2052

1949 Bradford utility, 21,000 miles, taxed year, excellent condition; £425.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

£225.—1946 (December) ex-W.D. Humber Snipe 8-seater utility, excellent runner, good tyres, new battery, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1023

CASS'S MOTOR MART.—1937 Hudson 22, fitted maker's 7-passenger wooden utility body, exceptional condition, one owner; £450; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

VAUXHALL 10

1941 Vauxhall 10hp saloon, taxed year; £365.

PARSONS & PARSONS (GARAGES) Ltd., Potter St., Harlow. Potter St. 121. [C3038

1940 Vauxhall 10 saloon, upholstery covers, taxed; £415.—Below.

1938 Vauxhall 10, black; £350.—Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C4019

SPECIAL bargain, '47 Vauxhall 10 saloon, taxed December; £475.—Roys, Euston 270. [C3059

1947 Vauxhall 10 saloon; £550.—Blue Star Garage, 617, Finchley Rd., Hampstead, N.W.3. (Ham. 2254) [5176

1939 Vauxhall 10 4-door saloon, reconditioned engine, in very sound condition, black; £385.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel. Lee 1061 [C1032

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 12

1948 Vauxhall 12, just reconditioned throughout, wireless, heater, etc.; £760.
BERTRAM COWEN Ltd., Hermitage Lane, Streatham. Pol. 2100. [5004

1947 Vauxhall 12hp saloon, black/brown upholstery; reconditioned engine; £575.—Dobsons Ltd., Staines, Middlesex. Tel. 801. [C1074

£645.—1948 Vauxhall 12hp de luxe saloon, exceptional condition, many extras; terms, exchanges.—Traynor Motors of East Ham, Grangewood 2550/5654. [C4051

VAUXHALL 14

MEBES & MEBES, Ltd. (Est. 1895) offer:—

1946 (Sept.) Vauxhall 14hp de luxe saloon, black, brown hide upholstery, disc wheels, extras, one owner, taxed; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C5012

1947 Vauxhall 14hp saloon, clean car, very well maintained.
ARLINGTON MOTOR Co., Ltd., High Rd., Ponders End, Enfield. Howard 1266. [4995

1946 (August) Vauxhall 14 J, type, black, very clean, £550.
R. C. WIMBUSH, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1939 J type Vauxhall 14, reconditioned front suspension, £355.—Box 0950. [5138

1946 Vauxhall 14 (choice 2); £550.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1938 14hp Vauxhall saloon, recently overhauled and in perfect condition; any trial or examination, £295.
RATCLIFFE'S (PURLEY WAY) Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3678. [5172

1949 Vauxhall 14, low mileage, extras, private owner; no dealers.—Hopkins, 19-21 Shakespeare St., Nottingham. [4881

1948 model Vauxhall 14 saloon, black, brown leather upholstery, new engine being fitted, immaculate condition, £675.
W. J. BROWN, Ltd., Established over 50 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [5017

1939 Vauxhall 14 J type saloon, in nice condition; £455.—Gordon Wooderson, 48a, Drevstead Rd., S.W.16. Tel. Streatham 4636. [C4059

1939 J Type Vauxhall 14, original cellulose, new suspensions and rear axle recently fitted, an exceptional smart car in every respect, taxed; £425.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Batterses 5575. [C5005

1936 Vauxhall 14 saloon, two owners only, £120 recent overhaul, very good condition; £220.—Jones, 98, Hook Rise, Tolworth, Elmbridge 9657. [5280

VAUXHALL 25

£275.—1937 Vauxhall 25 saloon, one owner since new, exceptional condition; terms, exchanges.—Traynor Motors of East Ham, Grangewood 2550/5654. [C4051

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1950 Vauxhall Velox saloon, radio, heater, 10,000 miles; £955.

1949 Vauxhall Velox saloon, radio, heater, 18,000 miles; £750.

1950 Vauxhall Wyvern saloon, 6,000 miles; £925.

1950 Vauxhall Wyvern saloon, radio, heater, 11,000 miles; £875.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039

OVERSEAS CARS, Ltd.

1950 Vauxhall Wyvern saloon, green, 7,550 miles, price £925.

1948-9 Vauxhall Wyvern saloon, black, genuine mileage 9,000 only; excellent condition throughout, £825.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C5031

B. J. HUNTER, Ltd., offer:—

1950 Vauxhall Wyvern saloon, very economical; £795.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Wyvern saloon, green with brown upholstery, heater, recorded mileage 25,900; £795.

1950 Vauxhall Wyvern saloon, black with brown upholstery, recorded mileage 12,000; £845.

1950 Vauxhall Wyvern saloon, blue with brown upholstery, recorded mileage 7,500; £875.
836-842, High Rd., N.12. Hillside 0024. [C2027

ACE SERVICE STATION (LONDON), Ltd., offer:—

1950 Velox 17,000 miles, immaculate, one owner; £795.
NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1000

1950 Vauxall Wyvern, radio, heater, etc., low mileage, as new; £895.
BERTRAM COWEN Ltd., Hermitage Lane, Streatham. Pol. 2100. [5005

1949 (December) Vauxhall Velox, black, immaculate condition, low mileage; £795.
R. C. WIMBUSH, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

VAUXHALL Velox, August, 1949, chauffeur maintained, one owner, 28,000 miles; £900 or offer.—Box 0826. [4897

VAUXHALL Velox 1949 (March), finished grey, very clean car, offered at attractive price; full particulars on application.

VAUXHALL Wyvern 1949, genuine 18,000 miles, seat covers fitted, upholstery still as new, immaculate condition throughout.
ARLINGTON MOTOR Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. Tel. Howard 1266. [3797

VAUXHALL WYVERN & VELOX

1949 Vauxhall Wyvern saloon; £750.—Tel. Avenue 7575, ext. 343, daytime week-days, or write Box 0939. [5055

1948 (Nov.) Vauxhall Velox, low mileage, superb condition; £695.—Bruce France, 4a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1949 Velox, colour black, nominal mileage; £695.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 Vauxhall Velox saloon, radio, heater, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1949 Vauxhall Velox, moderate mileage, flashing performance, many extras, black with brown leather, taxed year; choice of 2 from £645!!! Terms if required.
BROADWAY MOTOR Co., 5-13, Russell Rd., Wimbledon, S.W.19. Tel. Liberty 2494. [8008

NAYLOR & ROOT.—'49 Vauxhall Wyvern, black/beige, low mileage, radio and heater, £775; six months' guarantee.—23, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C5022

1949 reg. Dec. 16th Velox, 8,000 miles, with 1950 features, immaculate condition, black; £795.—D. W. Tel. Gerrard 5072. Bayswater 5085, 82, Queens Ct., Bayswater, W.2. [4949

1949 (August) Vauxhall Velox saloon de luxe, green, brown leather, small mileage, complete car in new condition; £850.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4641. [C2050

1951 Vauxhall Velox saloon (1-12-50), brand new, perfect, showroom condition, blush grey, red leather, heater, demister and other extras; 6,900 miles only; £895.—G. Haswell, 5, Pier Ave., Tankerton, Kent. [5198

745 gns.—Vauxhall Wyvern, May 1950, saloon, black, brown leather, one careful owner, practically new condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4-6, Berkeley Sq., W.1. Grosvenor 4328. [0017

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1946 Vauxhall 10, black, brown leather, engine, gearbox and back axle completely overhauled in our workshop, tyres good, one owner; £615.

1948 (January) Vauxhall 12hp, blue/black and brown cloth, body condition good, mechanically sound throughout; £725.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039

AMONGST the large number of cars being offered at auction by J. Trevor & Sons on Wednesday and Thursday, the 25th and 26th June, at "Olympia," will be a number of Vauxhalls. [4573

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285

Vauxhall Miscellaneous Cars Wanted

CAR MART, Ltd., wish to purchase Vauxhall cars.—150 Park Lane, W.1. Grosvenor 5454. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.
4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0984

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

7-SEATERS privately owned modern Limousines required, cash waiting.—Abe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1006

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0479

URGENTLY required post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept. at 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

FERRARIS OF CRICKLEWOOD buy Vauxhall saloons 10 to 14hp, good 1939 or post-war models; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open 7 p.m. week-days. [W2009

Vauxhall Spares and Service

BROADWAY MOTOR Co.

WE specialize in service replacement units for Vauxhall 10, 12 and 14hp, etc.
GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.
BROADWAY MOTOR Co., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams. Autospare, Wimble. London. [0635

Vauxhall Spares and Service

TRIANON.

TRIANON.—Established over 50 years, the firm with a reputation for reliability and quality workmanship offer the undermentioned services on Vauxhall cars and vans.
TRIANON.—Exchange engines, all Vauxhall models. Reconditioned units with adequate guarantees.
TRIANON.—Differential units exchange service on all Vauxhall cars and vans.
TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14, 14DX, J, 25hp and BYC, JCV models stock deliveries.
TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp, DX and J types.
TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.
TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.
TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0157

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). [0206

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialized Vauxhall service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 430.

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—187-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0565

VETERAN CARS

RICHARDS & BROWN offer:—

1912 Mors 14hp tourer, immaculate condition, £275.
1910 A.C. Sociable, entirely rebuilt, £150.
RICHARDS & BROWN, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 and 2522. [C3049

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914.

VINTAGE CARS

RICHARDS & BROWN offer:—

1925 Isotta Fraschini 45hp 7-seater tourer, immaculate condition throughout; £375.
RICHARDS & BROWN, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 and 2522. [C3049

VOLKSWAGEN

1947 Volkswagen, good condition, leather upholstery; £350.—S. & S. Motors, Bayswater 1644. [4471

1949 (registered) Volkswagen, excellent; £350.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184 10 a.m.-7 p.m. [C1050

NOV., 1947, Volkswagen, like new, respayed maroon with leather interior, 70 mph, 45 mpg; £425.—Clayton, 11, Arundel Ave., Bispham, Blackpool. Tel. 51316. [5285

COLBORNE GARAGE, Ltd. (The Volkswagen People). We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc. Our workshops are fully equipped for all types of repairs in connection with this vehicle.
COLBORNE GARAGE, Ltd., with the largest Volkswagen clientele offer the best market for your used Volkswagen; collection and delivery from London can be arranged.
COLBORNE GARAGE, Ltd. (The Volkswagen People), Ripley, Surrey. Tel. 2361. [0375

Volkswagen Cars Wanted

CLARKE & SIMPSON wish to purchase the best examples.—73-79, Cadogan Lane, S.W.1. Sloane 4727. [W1048

VOLKSWAGEN wanted, preferably late model in good condition.—Gardiner, Bourne Bank, Bourne End, Bucks. [5262

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Service department, 18, Providence Court, W.1. Mayfair 5242. [0169

WOLSELEY

G. S. HALL Ltd., offers:—

£925.—1950 mode, Wolseley 4/50, 14,000 miles, maroon with leather upholstery, heater, untouched.

£445.—1939 Wolseley 10, 31,000 miles, one owner, engine recently overhauled, whole car in exceptional condition.

£425.—1939 Wolseley 18 de luxe saloon, blue with blue hide upholstery, small mileage, demister, in best-war condition.

£385.—14hp de Ville saloon, black with brown hide, Dunlopillo upholstery, spacious saloon with large rear luggage boot.—G. S. Hall Ltd., 302, King St., W.6. Riverside 2861. [C2031

TOM GARNER, Ltd., offer:—

1950 (regd.) Wolseley Super Six 25hp limousine, black with black cloth, loose covers, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

1936 Wolseley 14 saloon, rebored; £200.—Captain Currie, Royal Naval College, Greenwich, S.E.10. [5203

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

PALMERS MOTORS, Ltd

1940 Wolseley 14 saloon, excellent condition, £440; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890. [C3034

WARWICK WRIGHT offer:—

1950 Wolseley 6/80 saloon, grey, brown leather, 5,000 miles.

1950 Wolseley 6/80 saloon, black, brown leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1950 Wolseley 6/80, genuine 12,000 miles; £995.

14000 miles, genuine Wolseley 7-seater 1937, one owner from new, original tyres, spare unused; £625.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 Wolseley 4/50 saloon, moonstone grey, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

1938 (April) Wolseley 14hp saloon, brown leather upholstery, sliding roof; £245.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [5013

1949 Wolseley 6/80, black, 14,000 miles; £875, or offer.—Uplands 2868, after 9 p.m. [5113

1950 6/80 Wolseley, 12,000 miles, excellent condition; £850.—Tel. Maida Vale 7711. [5025

1935 Wolseley 9 saloon; excellent condition; £195; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

WOLSELEY, 1950, 4-50, as new; £950.—Tel. Farnborough, Kent, 3606. [4194

WOLSELEY 6/80, 1950, grey/brown hide, heater, 13,000 miles, one owner; £925.—J. Davy, Western 9641. [C1069

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083

1939 Wolseley 12 sal.; £285.—Blue Star Garage, 617, Finchley Rd., Hampstead, N.W.3. (Ham. 2254.) [5177

1950 Wolseley 6/80 saloon, black, brown leather, one owner since new, in superb condition; fitted heater.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5228

1938 Wolseley 14hp saloon, black, brown leather, nice order; £355.—Wards, of Putney, 32, West Hill, S.W.15. Vandyke 1533. [C4044

1938 model Wolseley 18hp saloon, fully guaranteed, unrepeatable bargain; £295.—A Z Motors, Palmerston Rd., N.W.6. Mai 4723. [C1011

L. F. DOVE, offer:— 1946 (Nov.) Wolseley 12 saloon, exceptional condition; £595.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1949 6/80 Wolseley saloon; part exchange ... supplied.—Allery & Bernard, Ltd., 372, King's Rd., S.W.3. Tel. Fla. 7345. [4755

WOLSELEY 6/80 1950, immaculate condition, one owner.—Apply Acrow (Engineers) Ltd., South Wharf, London, W.2. Tel. Ambassador 3456. [5188

1938 Wolseley de ville 18, black, green leather, new tyres, taxed, radio, excellent condition; £395.—Gladwin, 43, Exeter Rd., Scunthorpe 3373. [4378

1948 18hp sun roof saloon, blue, one owner, immaculate condition; £750.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0611. [C4004

£975—1949 Wolseley 4/50 saloon, one owner, immaculate.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

AMONGST the large number of cars being offered at auction by J. Trevor & Sons on Wednesday and Thursday, the 25th and 26th June, at "Olympia," will be a number of Wolseleys. [4567

WOLSELEY 1937 25hp saloon, 6-seater, Tickford roof, Dunlopillo seats, one owner, 15,000 miles since new engine, tyres almost new; £195 or offer.—Plaister, Trunch, Norwich. [4932

850gns.—Wolseley 6/80, February 1950 saloon, black, brown leather, heater, twin pass lights, one careful owner, spare unworn, exceptional condition; terms, exchanges.—Rowland Smith, below.

750gns.—Wolseley 14/60, 1948 de luxe saloon, black, sliding head, brown leather, one owner, moderate mileage, carefully used, exceptional condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

WOLSELEY

1950 Wolseley 6/80 saloon, fawn with brown leather, 12,000 miles only, one owner, as new; £895.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1937 Wolseley 14 foursome, drop head coupe, in first-class mechanical condition; a very smart car; special offer: £295.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [C4050

£595!! June, 1949 18/85 Wolseley 4-door de luxe saloon, black, brown leather, automatic jacks, twin foglights, sunshine roof, radio, demisters, tyres as new, taxed: a superb, spotless car, at bargain price.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951; after 6, Tulse Hill 4755. [C2009

245gns.—Wolseley 12/48 October, 1937 saloon, black, sliding head, blue leather, good condition, taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Wolseley 14, sliding roof, 4-door saloon, one owner since new, genuine 38,000 miles only, finished blue and black with blue leather, all coachwork is in magnificent condition, chromium plate unblemished, fitted five practically new Dunlop tyres, interior of car is hardly soiled, licensed end of year; this car must be seen to appreciate a specimen car; £345.

PAUL STREET GARAGE Ltd., 20, Paul St., and 83-105, Clifton St., London, E.C.2. Bishopsgate 6781-4. [5178

A & S Fifty Limousines (lists posted) 1948, 25hp, black, mileage 18,000, partition, 7-forward, meticulously maintained, guarantee certificate, from—£1,225.—Alpe & Saunders (50 Limousines) Providence Court, North Audley Street, Mayfair-2941. [C1006

Wolseley 4/50 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

Wolseley 6/80 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gros. 3434.

Wolseley Cars Wanted

R

S

ROWLAND SMITH'S the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

E

EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, we the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [W4046

1939 Wolseley 25hp series 3 7-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [0316

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

CAMDEN MOTORS urgently require good 1939-40 and 46-48 Wolseley 10 saloons and drop head coupes; particulars and price required to:—

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BROOK HOUSE MOTORS, 33/35, Upper Clapton Rd., Clapton, E.5. Amherst 3151. Tottenham 9348. [4712

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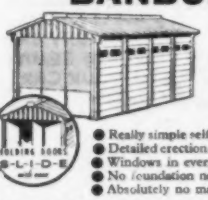

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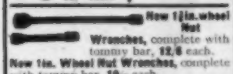

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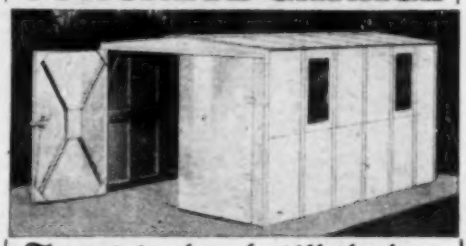

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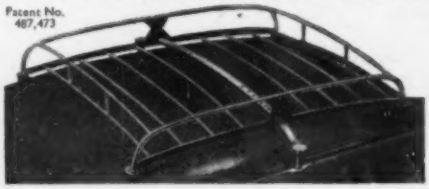

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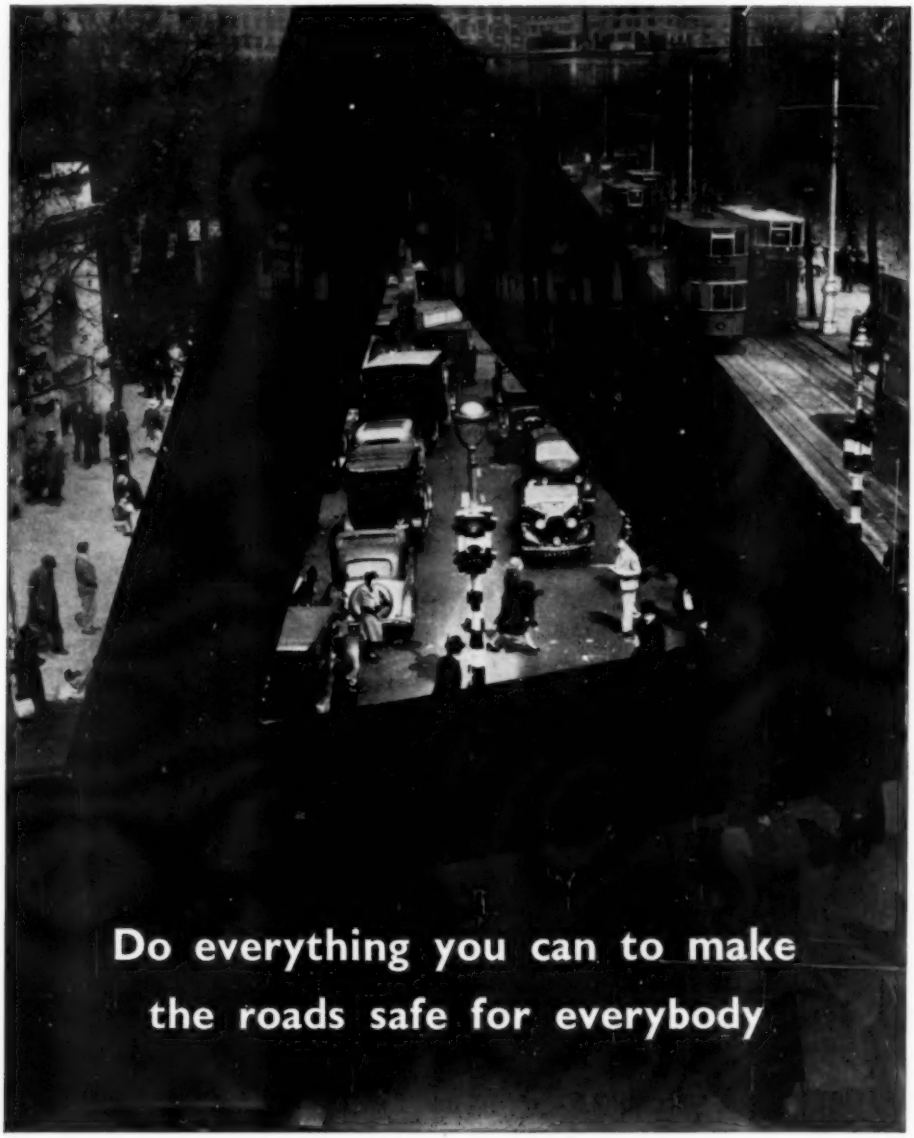

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